SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SALT LAKE DIVISION

54

To Take Effect Monday, June 17, 1940, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

G. C. BAKER,
Assistant Superintendent of Transportation.

C. F. DONNATIN,
Assistant General Manager.

J. C. GOODFELLOW,
Superintendent.

EASTWARD

SPARKS SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS						Distance from San Francisco		Time Table No. 54 June 17, 1940		Distance from Imlay		FIRST CLASS					SECOND CLASS		THIRD CLASS
	566	564	562	560	102	48	606	14	28	88							101	21	27	87	49	605	561	563
	Freight	Freight	Freight	Freight	Streamliner City of San Francisco	Forty-Niner and Treasure Island Special	Mixed	Pacific Limited	San Francisco Overland Limited	Challenger							Streamliner City of San Francisco	Pacific Limited	San Francisco Overland Limited	Challenger	Forty-Niner and Treasure Island Special	Mixed	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave 2nd, 8th, 14th, 20th & 26th	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS				Ar. 7th, 13th, 19th, 25th, 31st & 1st	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Ar. Daily
Yard POWYTBK	10.55 PM	1.15 PM	6.40 AM	1.00 AM	10.45 PM	7.30 PM	7.10 PM	5.40 PM	6.30 AM	5.25 AM	246.2	A. B. S.	TO-R SPARKS 2.9	D.T.	138.1		s 2.30 AM	s 12.01 PM	s 8.15 PM	s 9.25 PM	s 1.15 AM	s 6.35 PM	10.01 PM	1.20 PM
N S Spur 51 P	11.08	1.25	6.50	1.11	10.49	7.35	7.17	5.45	6.35	5.30	249.1		VISTA 4.0		135.2		2.25	11.54 AM	8.08	9.18	1.09	f 6.21	9.53	1.12
52—103 P	11.14	1.31	6.56	1.17		7.39	f 7.24	5.50	6.41	5.35	253.1		HAFED 4.2		131.2		2.20	11.49	8.02	9.13	1.05	f 6.12	9.46	1.06
51— 99 PW	11.21	1.38	7.03	1.24		7 44	f 7.32	**5.55**	6.46	5.40	257.3		DITHO 4.8		127.0			11.42	7.56	9.07	1.00	f **5.55**	9.38	12.58
52— 84 P	11.29	1.46	7.11	1.32	11.01	**7.49**	f **7.49**	6.01	6.51	5.45	262.1		TO CLARK 4.6		122.2		2.10	11.35	**7.49**	9.02	12.54	f 5.42	9.30	12.50
88— 52 P	11.36	1.53	7.18	1.39		7.55	f 8.00	6.06	6.56	5.51	266.7		THISBE 4.7		117.6			11.28	7.39	8.56	12.48	f 5.34	9.19	12.40
101— 47 PW	11.44	2.01	7.26	1.47		8.00	f 8.07	6.11	7.01	5.56	271.4		GILPIN 4.7		112.9			11.21	7.33	8.49	12.43	f 5.27	9.10	12.30
Yard PY	11.52	2.09	7.34	**1.56**	11.15	8.05	s 8.18	f 6.18	7.06	6.02	276.1		TO-R FERNLEY 4.3		108.2		**1.56**	s 11.14	7.26	f 8.42	12.37	s 5.20	9.01	12.20
51—102 P	11.59 PM	2.16	7.41	2.03		8.09	**8.35**	6.24	7.10	6.07	280.4		ARGO 4.0		103.9			11.06	7.20	**8.35**	12.32	5.08	8.54	12.11
85— 53 P	12.06 AM	2.22	7.47	2.09			**8.48**	6.28	7.15	6.12	284.4		PATNA 3.7		99.9		1.49	11.00	7.15	8.30	12.28	5.00	**8.48**	12.02 PM
Yard POWYTBK	12.12	2.28	7.53	2.15	11.24	**8.18**	s 9.01 PM	s 6.37	s 7.25	s 6.22	288.1		TO-R HAZEN 4.4		96.2		1.46	s 10.54	s 7.09	s **8.18**	12.24	4.50 PM	8.42	11.55 AM
52 107 P	**12.19**	2.35	8.00	2.22		8.22		6.43	7.31	6.28	292.5		MASSIE 4.9		91.8			10.42	6.58	8.13	**12.19**		8.35	11.46
52—105 P	12.27	2.43	8.08	2.30		**8.27**		**6.53**	7.36	6.33	297.4		FALAIS 4.6		86.9			10.36	**6.53**	8.08	12.14		**8.27**	11.37
88— 52 P	12.34	2.50	8.15	2.37	11.34			7.00	7.41	6.38	302.0		UPSAL 4.8		82.3		1.36	10.30	6.46	8.03	12.09		8.19	11.28
51—109 P	12.42	2.58	8.23	2.45		8.36		7.05	7.46	6.43	306.8		DESERT 4.9		77.5			10.24	6.41	7.58	12.04 AM		8.11	11.19
107— 52 PW	12.50	3.06	8.31	2.53				7.10	7.51	6.48	311.7		PARRAN 4.4		72.6			10.18	6.36	7.53	11.59 PM		8.03	11.10
104— 52 P	12.57	3.13	8.38	3.00	11.44	8.45			7.56	6.53	316.1		HUXLEY 3.9		68.2		1.25	10.12	6.31	7.48	11.53		7.56	11.01
52—102 P	1.03	3.19	8.44	3.06	**11.47**			7.18	8.00	6.57	320.0		OCALA 4.2		64.3			10.07	6.27	7.44	**11.47**		7.50	10.54
51—103 P	1.09	3.26	8.51	3.13		8.53			8.04	7.02	324.2		MIRIAM 4.2		60.1			10.02					7.43	10.47
57— 98 P	**1.16**	3.33	8.58	3.20	11.53 PM			7.26	8.08	7.06	328.4		TOY 3.4		55.9		**1.16**	9.57	6.19	7.36	11.38		7.37	10.40
107 P	1.22	3.39	9.04	3.26		9.00		**7.30**	8.12	7.10	331.8		TOULON 4.6		52.5			9.52		**7.30**			**7.30**	10.34
107 P	1.29	3.46	9.11	3.33				7.35	8.17	7.15	336.4		GRANITE PT. 4.1		47.9			9.46	6.11	7.19			7.17	10.27
20 PY	1.36	3.54	9.18	3.40	12.02 AM	9.08		7.40	8.22	7.20	340.5		PERTH 3.8	D.T.	43.8		1.07	9.41	6.06	7.14	11.26		7.10	10.20
140—131 PW	1.42	4.02	9.25	3.46		9.12		s 7.50	s 8.28	s 7.30	344.3		TO LOVELOCK 4.7		40.0		1.03	s 9.35	s 6.00	s 7.08	11.21		7.04	10.10
Spur 8 P								7.57	8.35	7.38	349.0		KODAK 4.2		35.3				5.50	6.58				
Spur 76 P								8.03	8.40	7.44	353.2		WOOLSEY 4.6		31.1									
Spur 40— 44 PW	2.06	4.32	9.55	4.15	12.18	9.25		f 8.12	8.45	7.50	357.8		OREANA 8.2		East 26.3	West 26.5	12.52	f 9.15	5.41	6.50	11.08			
132 Center P						9.33		8.24	8.54	8.01	366.0		RYE PATCH 6.8		18.1	18.3		9.04	5.32	6.42			6.30	9.35
Spur 8											372.6		VALERY 4.4		11.5	11.5								
139 Center PW					12.34			8.35	9.05	8.13	377.0		HUMBOLDT 7.1		7.1	7.1		8.51	5.20	6.30	10.49		6.12	9.15
Yard POWYBK	2.55 AM	5.25 PM	10.55 AM	5.15 AM	12.40 AM	s 9.52 PM		s 8.45 PM	s 9.15 AM	s 8.23 AM	384.1		TO-R IMLAY		0.0	0.0	12.29 AM	8.40 AM	5.10 PM	6.20 PM	10.41 PM		5.55 PM	8.55 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive 3rd, 9th, 15th, 21st & 27th	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(138.1)		137.9	138.1	Lv. 7th, 13th, 19th, 25th, 31st & 1st	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	(4.00) 34.47	(4.10) 33.09	(4.15) 32.44	(4.15) 32.44	(1.55) 71.94	(2.22) 58.26	(1.51) 22.64	(3.05) 44.72	(2.45) 50.14	(2.58) 46.48			.....Time over District.... ...Average speed per hour..				(2.01) 68.47	(3.21) 41.22	(3.05) 44.78	(3.05) 44.78	(2.34) 53.80	(1.45) 23.94	(4.06) 33.68	(4.25) 31.26

Vista: Schedule time and train orders apply at end of double track.

Hazen: Schedule time and train orders of first-class trains apply at north siding and of other trains at south siding.

Perth: Schedule time and train orders apply at end double track.

Lovelock: Schedule time and train orders of eastward trains and westward first-class trains apply at train-order office.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.

RULE 85. Third class and extra trains must not run ahead of No. 605 without train-order authority.

RULES 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, and other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

Nos. 27 and 28 reduce speed to 6 miles per hour at Fernley to dispatch U. S. Mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 & 27	Any Station	Discharge		Cheyenne
87	Any Station	Discharge		Ogden or East
87	Any Station	Receive	Reno or West	
28	Any Station	Discharge		Colfax or West
28	Any Station	Receive	Points beyond Ogden	
88	Any Station	Discharge		Sparks or West
88	Any Station	Receive	Ogden or East	

EASTWARD

WINNEMUCCA SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	578	576	574	570	48	14	28	88	102	Distance from San Francisco	Time Table No. 54 June 17, 1940	Distance from Carlin	21	39	27	87	49	101	77	561	61	563
	SECOND CLASS				FIRST CLASS								FIRST CLASS						SECOND CLASS			THIRD CLASS
	Freight	Freight	Freight	Freight	Forty-Niner and Treasure Island Special	Pacific Limited	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco				Pacific Limited	Western Pacific Scenic Limited	San Francisco Overland Limited	Challenger	Forty-Niner and Treasure Island Special	Streamliner City of San Francisco	Western Pacific Fast Freight	Freight	Western Pacific Fast Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave 3rd, 9th, 15th, 21st & 27th		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. 7th, 13th, 19th, 25th, 31st & 1st	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard POWYBK	6.00 PM	11.30 AM	6.00 AM	3.30 AM	9.57 PM	8.52 PM	9.20 AM	8.30 AM	12.40 AM	384.1	TO-R IMLAY 4.6	150.2	s8.32 AM		s5.03 PM	s6.15 PM	s10.36 PM	12.29 AM		4.55 PM		7.25 AM
N S Spur 58 P						f9.01	9.26	f8.40		388.7	MILL CITY 8.3	145.6	f8.24		4.56	f6.06						
130 Center W						9.11	9.34	8.50		397.0	COSGRAVE 9.6	137.3	8.12		4.47	5.58		12.19				
37 Storage P	6.55	12.25 PM	**6.50**	4.10	10.20	9.22	9.45	9.02	1.01	406.6 406.8	ROSE CREEK 5.3	127.7	8.01		4.37	5.48	10.13	12.11 AM		4.20		**6.50**
104 P	7.03	12.33	6.58	4.18		9.29	9.51	9.08		412.1	BENIN 5.2	122.4	7.54		4.32	5.42				4.12		6.35
98—109 PW	7.12	12.42	7.07	4.27	10.31	s9.40	s10.01	s9.18		417.3	TO WINNEMUCCA 3.6	117.2	s7.47		s4.25	s5.36	10.03			4.04		6.27
47 PI	7.20 PM	12.50 PM	7.15 AM	4.35 AM	10.35 PM	9.47 PM	10.09 AM	9.25 AM	1.14 AM	420.9	TO-R WESO W. P. Connection 2.4	113.6	7.37	7.45 AM	4.17	5.28	9.59	11.58 PM	10.00 AM	3.59	4.30 PM	6.21
106 P										423.3	TULE 5.6	111.2	7.33		4.13							
86 P										428.9	EGLON 5.1	105.6	7.27	7.36	4.07	5.19						
96 PW										434.0	TO GOLCONDA 5.3	100.5	f7.21	7.31	4.02	f5.13	9.45	11.46	9.35	3.40	4.07	6.01
Spurs 52 51 P										439.3	PREBLE W. P. Connection 4.2	95.2	7.15	7.26	3.57	5.07						
Spur 52 P										443.5	COMUS 4.6	91.0	7.10	7.22	**3.53**	5.03	9.35	11.39		3.24	**3.53**	5.45
52 51 P										448.1	IRON POINT 4.6	86.4	7.05	7.17	3.48	4.58			9.10			
Spurs 51 53 P										452.7	HERRIN 4.7	81.8	7.00							3.10	3.39	5.30
Spurs 52 51 P										457.4	STONE HOUSE 3.9	77.1	6.55	7.08	3.39	4.49						
75 P										461.3	VALMY 5.0	73.2	f6.50		3.35	4.45	9.18	11.27	8.50	2.57	3.26	5.17
105 P										466.3	MOTE 4.6	68.2	6.44	6.59	3.30	4.40						
76 P										470.9	PIUTE 4.9	63.6	6.38	6.53	3.25	4.25						
75 PW										475.8	TO BATTLE MOUNTAIN 6.2	58.7	s6.32	6.47	s3.20	s4.30	9.04	11.17	8.15	2.35	3.04	4.55
75 P										482.0	ROSNY 5.7	52.5	6.21						8.04			
74 P										487.7	ARGENTA 5.2	46.8	6.15	6.32	3.07	4.17			7.55	2.17	2.43	4.37
106 P										492.9	MOSEL 5.6	41.6	6.09	6.27	3.02	4.12	8.48	11.04	7.46			
52 51 P										498.5	SHOSHONE 5.2	36.0	f6.03	6.21	2.56	4.06			7.37	2.00	2.26	4.20
Spurs 50 52 P										503.7	LADOGA 4.5	30.8	5.58		2.51	4.01						
103 P										508.2	TO BEOWAWE W. P. Connection 4.5	26.3	f5.53	6.12	2.46	f3.55	8.33	10.51	7.20	1.45	2.10	4.05
Spurs 51 52 P										512.7	CLURO 4.3	21.8	5.47									
Spurs 53 53 P										517.0	HARNEY 4.6	17.5	5.42		2.36	3.44						
Spur 52 P										521.6	GERALD 4.1	12.9	5.36	5.57	2.30	3.38	8.18	10.37	7.00	1.25	1.50	3.45
54 57 PW										525.7	TO PALISADE 5.5	8.8	f5.30		2.24	f3.32			6.50	1.15	1.40	3.35
87 P										531.2	TYROL 3.3	3.3										
Yard POWTBK										534.5	TO-R CARLIN W. P. Connection	0.0	5.15 AM	5.39 AM	2.10 PM	3.18 PM	8.00 PM	10.21 PM	6.30 AM	12.55 PM	1.20 PM	3.15 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive 3rd, 9th, 15th, 21st & 27th		(150.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave 6th, 12th, 18th 24th & 30th	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.20) 27.45	(1.20) 27.45	(1.15) 29.28	(1.05) 33.78	(0.38) 57.78	(0.55) 39.92	(0.49) 44.81	(0.55) 39.92	(0.34) 64.58		........Time over District....... ......Average speed per hour......		(3.17) 45.74	(2.06) 54.09	(2.53) 52.09	(2.57) 50.91	(2.36) 57.76	(2.08) 70.40	(3.30) 32.45	(4.00) 37.55	(3.10) 35.87	(4.10) 36.04

D. T. (Imlay to Rose Creek)

A. B. S. (Imlay to Carlin)

See Western Pacific current time table for Eastward Southern Pacific schedules between Weso and Carlin.

Rose Creek: Schedule time and train orders apply at end double track.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.

RULES 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, and other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 and 27	Any Station	Discharge		Cheyenne
28	Any Station	Discharge		Colfax or West
28	Any Station	Receive	Points beyond Ogden	
88	Any Station	Discharge		Sparks or West
88	Any Station	Receive	Ogden or East	
87	Any Station	Receive	Reno or West	
87	Any Station	Discharge		Ogden or East

EASTWARD

ELKO SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS					Distance from San Francisco	Time Table No. 54 June 17, 1940	Distance from Montello	FIRST CLASS						SECOND CLASS			THIRD CLASS
	576	574	570	578	28	88	102	14	48				21	39	27	87	49	101	77	561	61	563
	Freight	Freight	Freight	Freight	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Pacific Limited	Forty-Niner and Treasure Island Special		STATIONS		Pacific Limited	Western Pacific Scenic Limited	San Francisco Overland Limited	Challenger	Forty-Niner and Treasure Island Special	Streamliner City of San Francisco	Western Pacific Fast Freight	Freight	Western Pacific Fast Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave 3rd, 9th, 15th, 21st & 27th	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive 6th 12th, 18th, 24th & 30th	Ar. Daily	Arrive Daily	Arrive Daily	Ar. Daily
Yard POWBKT										534.5	TO-R CARLIN W.P. Connection 3.0	127.4	s 5.05 AM	5.39 AM	s 2.00 PM	s 3.09 PM	s 7.55 PM	s 10.18 PM	6.30 AM	12.25 PM	1.20 PM	2.30 AM
N S 86 P										537.5	VIVIAN 2.8	124.4	4.59	5.32	1.53	3.02	7.48	10.13	6.18	12.12	1.09	2.17
Spur 52 P										540.3	TONKA 4.2	121.6							6.13	12.06 PM		2.11
53 52 P										544.5	MOLEEN 5.8	117.4	4.52	5.24	1.46	2.54	7.40		6.04	11.59 AM	12.54	2.04
75 P										550.3	AVENEL 4.2	111.6	4.46	5.18	1.40	2.47			5.55	11.50		1.56
										554.5	WEST ELKO W.P. Connection 1.5	107.4	4.41	5.13	1.35	2.42			5.45 AM	11.43	12.35 PM	1.48
Yard PW				See Western Pacific current time table for eastward Southern Pacific schedules between Carlin and Alazon.						556.0	TO-R ELKO W.P. Connection 4.5	105.9	s 4.38	5.10 5.03	s 1.32	s 2.39	7.28	9.57	Via WP Yard 5.15 AM	11.40	Via WP Yard 12.25 PM	1.45
87 P										560.5	COIN 4.3	101.4	4.29		1.25	2.29			5.07			
Spur 50 P										564.8	OSINO 3.0	97.1	4.24	4.53	1.21	2.24			5.00	11.25	12.09 PM	1.30
Spurs 53 52 P										567.8	RYNDON 5.6	94.1										
92 PW										573.4	ELBURZ 3.3	88.5				2.13	7.09	9.39	4.45	11.10	11.54 AM	1.15
104 P										576.7	TO HALLECK 4.5	85.2	4.11	**4.40**	1.08	f 2.08			**4.40**			
86 P										581.2	RASID 4.1	80.7			1.03				4.29	10.58	11.42	1.03
Spur 54 P										585.3	NATCHEZ 4.3	76.6	4.03	4.31		1.59						
117 PW										589.6	TO DEETH 2.1	72.3	3.59	4.26	12.55	f 1.53	6.54	9.27	4.15	10.45	11.29	12.50
										591.1	A. B. S. W.P. CONNECTION 2.7	70.2										
Spur 60										594.4	NARDI 4.7	67.5				1.47						
160-Spur 26 P										599.1	TULASCO 4.5	62.8	**3.50**	4.16	12.46	1.42			**3.50**			
90 PI	8.05 PM	2.50 PM	11.30 AM	2.55 AM	1.47 PM	1.20 PM	4.10 AM	2.06 AM	1.55 AM	603.6	TO-R ALAZON W.P. Connection 3.9	58.3	3.45	4.11 AM	12.41	1.36	6.40	9.17	3.40 AM	10.20	11.05 AM	12.25
Yard POWYBK	8.35	3.20	12.01 PM	3.25	f 1.57	s 1.31	4.15	s 2.17	2.01	607.5	TO-R WELLS 6.1 D.T.	54.4	s 3.38		f 12.34	s 1.29				10.10		12.15 AM
Spur 3										613.6	CEDAR 2.8	48.5										
Yard 52 106 PY	9.25	4.10	12.57	**4.29**	2.16	1.51	**4.29**	2.37	2.18	616.4	TO MOOR 3.7	45.5	3.19		12.21	1.12	6.22	9.03		9.40		11.40 PM
102 52 PW	9.35	4.20	**1.07**	4.39	2.23	1.58		2.44	2.23	620.1	ANTHONY 4.0	41.8	3.14		12.16	**1.07**				9.32		11.32
52 52 P										624.1	HOLBORN 3.4	37.8	3.09									
52 102 P	9.50	4.35	1.21	4.53	2.32	2.08	4.41	2.53	2.32	627.5	FENELON 4.3	34.4	3.04		12.06	12.58	6.08	8.51		9.17		11.17
102 52 P	9.58	4.42	1.28	5.00	2.37	2.14		**2.59**	2.38	631.8	PEQUOP 5.0	30.1	**2.59**		12.01 PM	12.53				9.09		11.09
52 52 P	10.06	4.50	1.36	5.08		2.20		3.11		636.8	ICARUS 3.8	25.1	2.53		11.55 AM	12.47						
Yard 119 YWP	10.23	5.07	1.53	5.25	2.46	2.25	4.54	3.16	**2.47**	640.6	TO VALLEY PASS 4.2	21.3	**2.47**		11.48	12.40	5.53	8.38		8.50		10.50
61 P					s 2.54	s 2.32		3.22	2.53	644.8	COBRE 5.0	17.1	2.38		s 11.42	s 12.34						
98 Center PW										649.8	LORAY 3.6 D.T.	12.1	2.29		11.32	12.12	5.39	8.26				
P					3.07	2.46	5.09	3.34	3.05	653.4	TIOGA 1.9	8.5	2.22		11.25	12.06 PM						
Westwardtrack Spur 2 P										655.3	ULLIN 6.6	6.6										
Yard POWYBK	11.23 PM	6.07 PM	2.55 PM	6.25 AM	s 3.19 PM	s 2.58 PM	5.21 AM	s 3.46 AM	s 3.17 AM	661.9	TO-R MONTELLO	0.0	2.04 AM		11.08 AM	11.49 AM	5.20 PM	8.07 PM		7.35 AM		9.35 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive 3rd, 9th, 15th, 21st & 27th	Arrive Daily	Arrive Daily		(127.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave 6th, 12th, 18th, 24th & 30th	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.18) 17.66	(3.17) 17.75	(3.25) 17.06	(3.30) 16.65	(1.32) 38.02	(1.38) 35.69	(1.11) 49.26	(1.40) 34.98	(1.22) 42.65		........Time over District........ ....Average speed per hour....		(3.01) 42.23	(1.28) 47.11	(2.52) 44.44	(3.20) 38.22	(2.35) 49.31	(2.11) 58.35	(2.50) 24.38	(4.50) 26.35	(2.15) 30.71	(4.55) 25.91

Moor: Schedule time and train orders apply at end of double track.

Valley Pass: Schedule time and train orders apply at end of double track.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.

RULES 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, and other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

Nos. 27 and 28 reduce speed to 6 miles per hour at Wells to dispatch U. S. Mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 and 27	Any Station	Discharge		Cheyenne
87	Any Station	Discharge		Ogden or East
87	Any Station	Receive	Reno or West	
28	Any Station	Discharge		Colfax or West
28	Any Station	Receive	Points beyond Ogden	
88	Any Station	Discharge		Sparks or West
88	Any Station	Receive	Ogden or East	

OGDEN SUB-DIVISION

Time Table No. 54

June 17, 1940

EASTWARD

Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS					Distance from San Francisco	STATIONS
	586	**584**	**582**	**580**		**28**	**88**	**102**	**14**	**48**		
	Freight	Freight	Freight	Freight		San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Pacific Limited	Forty-Niner and Treasure Island Special		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave 3rd, 9th, 15th 21st & 27th	Leave Daily	Leave Daily		
Yard POWYBK	6.33 PM	3.25 PM	7.10 AM	12.01 AM		3.24 PM	3.03 PM	5.21 AM	3.51 AM	3.22 AM	661.9	TO-R MONTELLO
N S 118 P						3.32	3.12		3.59	3.30	668.3	TECOMA / TECOMA
Grouse 126 P GartneySpur24											674.3	GARTNEY / GROUSE
134—106 PWY	7.08	3.59	7.45	12.36		3.44	f 3.25	5.38	4.11	3.41	679.8	TO-R LUCIN
102— 53 P	7.23	4.14	8.01	12.51		3.49	3.30		4.16		684.5	PIGEON
104— 52 P	7.30	4.21	8.09	12.58			3.35		4.21	3.50	688.8	TECK
114— 52 P	**7.38**	4.28	8.16	1.05		3.59	3.40	**5.49**	4.26		693.2	JACKSON
102— 52 P	7.45	**4.35**	8.23	**1.12**			3.45		4.31	3.59	697.6	BEPPO
50— 86 PW	7.52	4.42	8.30	1.19		4.09			4.36	4.04	702.1	LEMAY
114— 52 P	7.59	4.49	8.37	1.26		4.15	3.54	5.59	4.41		706.4	NEWFOUNDLAND
114— 52 P	8.07	4.57	8.45	1.34		**4.22**	3.59		4.46	4.13	711.1	GROOME
98— 51 P	8.15	5.05	8.53	1.42		4.29	4.05		4.52		716.3	ALLEN
105— 53 PY	8.23	5.12	9.01	1.50		4.34	**4.12**	6.09	4.57	4.22	720.7	HOGUP
103— 52 P	8.30	5.19	9.08	1.57		4.39	4.19		**5.02**		725.3	OLNEY
104— 52 PW	8.38	5.27	9.16	2.05		4.44	4.25		5.07	4.31	730.0	STRONGKNOB
52—112 PO	8.46	5.35	9.24	2.13		4.50	4.31	6.20	5.14	4.37	735.2	TO LAKESIDE
No Siding	8.54	5.43	**9.32**	2.21		4.56	4.38	6.26	5.21	4.43	740.0	TRESEND
110 P	8.59	5.48	9.37	2.26							741.1	ENGLE
113 P Spur 12	9.16	**6.06**	**9.54**	2.43		5.12	4.54	6.36	5.39	4.59	744.8	MIDLAKE
101 P	9.38	6.28	10.16	3.05		5.28	5.11		5.56	5.16	750.1	COLIN
No Siding P	9.45	6.35	10.23	3.12		**5.33**	5.18	6.51	6.01	5.21	752.2	BRIDGE
Spur 14 P											755.2	SALINE
53 PW	9.55	6.45	10.33	3.22		5.40	5.26		6.10	5.28	758.5	PROMONTORY POINT
Spurs 20 52 P											763.7	BAGLEY
Center 133 Spur 8 P	10.09	6.58	10.47	3.36		5.50	5.37		6.25	5.38	767.2	LITTLE MOUNTAIN
52											772.5	REESE
132 Center P	10.23	7.12	11.01	3.50			5.48	7.13	6.37	5.48	776.3	WEST WEBER
Spur 12											780.0	MARRIOTT
											781.4	D. & R. G. CROSSING
Yard POWTYBK	10.40 PM	7.30 PM	11.20 AM	4.10 AM		s 6.10 PM	s 6.05 PM	s 7.25 AM	s 6.55 AM	s 6.02 AM	782.3	TO-R OGDEN
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive 3rd 9th, 15th 21st & 27th	Arrive Daily	Arrive Daily		(120.4)
	(4.07) 29.24	(4.05) 29.48	(4.10) 28.89	(4.09) 29.01		(2.46) 43.51	(3.02) 39.69	(2.04) 58.25	(3.04) 39.26	(2.40) 45.15		........Time over District........ .....Average speed per hour....

WESTWARD

	STATIONS	Miles to next station		Distance from Ogden East	Distance from Ogden West	FIRST CLASS						SECOND CLASS	THIRD CLASS
						27	**87**	**49**	**101**	**21**		**571**	**573**
						San Francisco Overland Limited	Challenger	Forty-Niner and Treasure Island Special	Streamliner City of San Francisco	Pacific Limited		Freight	Freight
				East	West	Arrive Daily	Arrive Daily	Arrive Daily	Arrive 6th, 12th, 18th, 24th & 30th	Arrive Daily		Arrive Daily	Arrive Daily
A.B.S.	TO-R MONTELLO	6.4 / 6.4	D.T.	120.4	121.2	s 11.03 AM	s 11.44 AM	s 5.15 PM	8.07 PM	s 1.59 AM		7.05 AM	9.05 PM
	TECOMA / TECOMA	6.0 / 2.8		114.0	114.8	10.55	11.36	5.07	8.01	1.51		6.53	8.53
	GARTNEY / GROUSE	5.5 / 9.5		108.0	112.0	10.51	11.32			1.46			
	TO-R LUCIN	4.7		102.5		10.38	s 11.18	4.54	7.48	1.33		6.17	8.08
	PIGEON	4.3		97.8		10.33	11.12			1.27		6.07	7.58
	TECK	4.4		93.5		10.28	11.07	4.45		1.22		5.58	7.48
	JACKSON	4.4		89.1		10.23	11.02		**7.38**	1.17		**5.49**	**7.38**
	BEPPO	4.5		84.7		10.18	10.57	**4.36**		**1.12**		5.42	7.29
	LEMAY	4.3		80.2			10.52			1.07		5.35	7.22
	NEWFOUNDLAND	4.7		75.9		10.09	10.47	4.27	7.28	1.02		5.29	7.15
	GROOME	5.2		71.2		10.04	10.42	**4.22**		12.57		5.22	7.07
	ALLEN	4.4		66.0		9.58	10.36	4.17		12.51			6.59
	HOGUP	4.6		61.6		9.53	10.31	**4.12**	7.18	12.46		5.09	6.52
	OLNEY	4.7		57.0		9.48	10.26	4.07		12.41		**5.02**	6.45
	STRONGKNOB	5.2		52.3		9.43	10.21	4.02		12.36		4.54	6.38
	TO LAKESIDE	4.8	D.T.	47.1		9.38	s 10.15	3.57	7.08	12.30		4.47	6.30
	TRESEND	1.1		42.3		**9.32**	10.07	3.51	7.03	12.24		4.37	6.22
	ENGLE	3.7		41.2				3.48					
	MIDLAKE	5.3		37.5		9.20	**9.54**	3.39	6.54	12.12 AM		4.21	**6.06**
	COLIN	2.1		32.2		9.03	9.36	3.22	6.42	11.55 PM		3.59	5.44
	BRIDGE	3.0	D.T.	30.1		8.55	9.28	3.14	6.37	11.47		3.48	**5.33**
	SALINE	3.3		27.1									
	PROMONTORY POINT	5.2		23.8		8.47	9.19			11.38			
	BAGLEY	3.5		18.6			9.11						
	LITTLE MOUNTAIN	5.3		15.0		8.38	9.06	2.57		11.28		3.20	5.05
	REESE	3.8		9.8			9.00						
	WEST WEBER	3.7		6.0		8.29	8.56			11.19			
	MARRIOTT	1.4		2.3									
	D. & R. G. CROSSING	0.9		0.9									
	TO-R OGDEN			0.0		8.20 AM	8.45 AM	2.40 PM	6.05 PM	11.10 PM		2.50 AM	4.30 PM
	(120.4)					Leave Daily	Leave Daily	Leave Daily	Leave 6th, 12th, 18th, 24th & 30th	Leave Daily		Leave Daily	Leave Daily
	........Time over District........ .....Average speed per hour....					(2.43) 44.61	(2.59) 40.62	(2.35) 46.91	(2.02) 59.60	(2.49) 43.02		(4.15) 28.51	(4.35) 26.44

Lucin: Schedule time and train orders apply at end double track.
Lakeside: Schedule time and train orders apply at end double track.
Engle: Schedule time applies at east switch of siding.
Bridge: Schedule time and train orders apply at end double track.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.

RULES 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, except at and between Tresend and Bridge the time must be cleared not less than five minutes, other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 and 27	Any Station	Discharge		Cheyenne
87	Any Station	Discharge		Ogden or East
87	Any Station	Receive	Reno or West	
28	Any Station	Discharge		Colfax or West
28	Any Station	Receive	Points beyond Ogden	
88	Any Station	Discharge		Sparks or West
88	Any Station	Receive	Ogden or East	

EASTWARD WADSWORTH SUB-DIVISION WESTWARD

Capacity of sidings in car lengths			SECOND CLASS 552 Freight Leave Daily	Distance from San Francisco		Time Table No. 54 June 17, 1940 STATIONS	Distance from Wendel	SECOND CLASS 559 Freight Arrive Daily		
Yard PYB			9.00PM	276.1	TO-R	FERNLEY	82.6	9.40AM		
						2.0				
Spur 16 WP			9.15	278.1		WADSWORTH	80.6	9.30		
						3.1				
57 P			9.30	281.2		DODGE	77.5	9.19		
						9.3				
58 P			9.50	290.5		NUMANA	68.2	8.40		
						5.0				
17			10.02	295.5		LIBBY	63.2			
						3.9				
60 P			10.11	299.4		HESLIP	59.3	8.05		
						5.4				
Spur 20				304.8		ROMOLO	53.9			
						3.4				
58 WP			10.35	308.2		SUTCLIFFE	50.5	7.40		
						8.4				
59 P			10.55	316.6		BRISTOL	42.1	7.15		
						5.2				
29 WP			11.20	321.8		BIG CANYON	36.9	7.02		
						4.3				
57 P			11.29	326.1		ZENOBIA	32.6	6.52		
						6.7				
59 P			11.42	332.8		ASTOR	25.9	6.37		
						2.8				
58			11.47PM	335.6		EASTON	23.1	6.30		
						0.8				
PI				336.4		FLANIGAN W. P. Crossing	22.3	6.25		
						8.8				
63 P			12.10AM	345.2		STACY	13.5	6.05		
						9.6				
71			12.30	354.8		AMEDEE	3.9	5.40		
						3.9				
POWKY Yard			12.40AM	358.7	TO-R	WENDEL	0.0	5.20AM		
			Arrive Daily			82.6		Leave Daily		
			(3.40) 26.78			........Time over District........ ......Average speed per hour......		(4.20) 19.05		

EASTWARD ALTURAS SUB-DIVISION WESTWARD

Capacity of sidings in car lengths			SECOND CLASS 554 Freight Leave Daily	Distance from San Francisco		Time Table No. 54 June 17, 1940 STATIONS	Distance from Alturas Yard	SECOND CLASS 551 Freight Arrive Daily		
POWKY Yard			1.30AM	358.7	TO-R	WENDEL	98.2	4.50AM		
						6.9				
71 P			2.00	365.6		VIEWLAND	91.3	4.25		
						9.1				
62 WP			2.25	374.7		KARLO	82.2	3.45		
						8.9				
72 P			**3.15**	383.6		SECRET	73.3	**3.15**		
						4.4				
Spur 10 WP				388.0		HORSE LAKE	68.9			
						4.5				
87 YP			4.05	392.5		CREST	64.4	2.35		
						5.4				
Yard 70 WPY			4.25	397.9		RAVENDALE	59.0	1.50		
						6.8				
Spur 31 P			4.45	404.7		TERMO	52.2	1.20		
						14.2				
85 WYP			5.30	418.9	TO	MADELINE	38.0	12.35		
						4.4				
75 YP			5.50	423.3		SAGE HEN	33.6	12.01AM		
						10.7				
75 W			6.35	434.0		INDIAN CAMP	22.9	11.10PM		
						4.7				
125 YWKP			7.20	438.7	TO	LIKELY	18.2	10.40		
						4.9				
Spur 12 P			7.45	443.6		BAYLEY	13.3	10.20		
						2.8				
Spur 6				446.4		McARTHUR	0.5			
						9.1				
12 P			8.10	455.5		PAOLA	1.4	9.40		
						1.4				
POWYK Yard			8.20AM	456.9	TO-R	ALTURAS YARD	0.0	9.30PM		
			Arrive Daily			(98.2)		Leave Daily		
			(6.50) 14.37			........Time over District........ ....Average speed per hour......		(7.20) 13.38		

EASTWARD — WADSWORTH SUB-DIVISION — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 620 Local Freight Leave Daily Ex. Monday	Distance from San Francisco		Time Table No. 54 June 17, 1940 Westwood Branch STATIONS	Distance from Wendel	SECOND CLASS 619 Local Freight Arrive Daily Ex. Sunday
Yard PWKY		411.3	TO-R	WESTWOOD	52.6	
				4.1		
P	12.30AM	407.2	TO-R	MASON	48.5	7.43AM
				0.6		
59	12.38	406.6		FACHT	47.9	7.40
				4.3		
		402.3		LASCO	43.6	
				2.2		
65 YP	1.00	400.1		WESTWOOD JCT	41.4	7.20
				0.7		
		399.4	R	BLAIR	40.7	
				4.6		
56 WP	1.20	394.8		GOUMAZ	36.1	6.55
				4.7		
62 P	1.40	390.1		BUNNEL	31.4	6.30
				8.2		
Yard PK	2.12 3.15	381.9	TO-R	SUSANVILLE	23.2	5.55 4.05
				7.0		
66 P	**3.40**	374.9		LEAVITT	16.2	**3.40**
				7.8		
58 P	4.00	367.1	TO	LITCHFIELD	8.4	3.20
				8.4		
Yard POWKY	4.20AM	358.7	TO-R	WENDEL		3.00AM
	Arrive Daily Ex. Monday			(48.5)		Leave Daily Ex. Sunday
	(3.50) 12.65			........Time over District........ ....Average speed per hour........		(4.43) 10.28

Trains between Westwood and Mason governed by Western Pacific time table and book of rules.

EASTWARD — OGDEN SUB-DIVISION — WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco		Time Table No. 54 June 17, 1940 Promontory Branch STATIONS	Distance from Ogden
Yard YWP	679.2	TO-R	LUCIN	146.8
			20.6	
9 PW	699.8		WATERCRESS	126.2
			34.3	
96 Yard PYW	734.1		KELTON	91.9
			9.8	
Spur 5	743.9		NELLA	82.1
			4.7	
Spur 10	748.6		MONUMENT	77.4
			3.0	
6 P	751.6		KOSMO	74.4
			4.0	
44	755.6		LAKE	70.4
			9.4	
43 W	765.0		ROZEL	61.0
			7.9	
24 P	772.9		PROMONTORY	53.1
			9.1	
43 P	782.0		LAMPO	44.0
			2.4	
43 W	784.4		BLUE CREEK	41.6
			4.0	
43	788.4		CONNOR	37.6
			5.4	
43	793.8		BALFOUR	32.2
			3.7	
14	796.5		DATHOL	29.5
			1.6	
Spur 225	798.1		STOKES	27.9
			3.2	
53K P	801.3	TO-R	CORINNE	24.7
			1.6	
	802.9		CORINNE JCT.	23.1
			23.1	
POWTBK	826.0	TO-R	OGDEN	0.0
			(146.8)	
			.....Time over District..... .....Average speed per hour.....	

Trains operating between Ogden and Corinne will use Union Pacific R. R. tracks and be governed by their rules and time table.

Siding at Corinne will be used as main track for Union Pacific R. R. trains through Corinne yard.

Normal position switch west end siding for U. P. R. R. main track Malad Branch.

Normal position switch at east end of siding at Corinne is for siding and speed of 10 miles per hour must not be exceeded through turn out.

Train and enginemen when operating over U. P. R. R. tracks must set their watches to Mountain time, and when operating on Southern Pacific tracks must set their watches to Pacific time.

MINA SUB-DIVISION

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco		Time Table No. 54 June 17, 1940 Mina Branch STATIONS	Distance from Tonopah Jct.	SECOND CLASS	
	124 T & G Tonopah Express Mixed	606 Mixed					605 Mixed	123 T & G San Francisco Passenger Mixed
	LeaveDaily Ex. Monday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Yard TYWOPBK		9.15PM	288.1	TO-R	HAZEN 4.8	137.9	s 4.15PM	
46		f 9.25	292.9		BANGO 2.3	133.1	f 4.05	
Spur 14		f	295.2		LAHONTAN 2.7	130.8	f	
45		f 9.34	297.9		RUGBY 9.1	128.1	f 3.55	
46 W		f 9.52	307.0		APPIAN 6.8	119.0	f 3.38	
11 P		s 10.05	313.8		WEEKS 2.6	112.2	s 3.23	
36 O		f 10.10	316.4		CHURCHILL 11.4	109.6	f 3.17	
			327.8		N. O. B. CROSSING 0.2	98.2		
Yard PYW		s 11.00	328.0	TO	WABUSKA 3.9	98.0	s 2.55	
5			331.9		LUX 15.8	94.1		
33		f 11.38	347.7		RESERVATION 6.5	78.3	f 2.03	
65 W		s 11.53PM	354.2	TO	SCHURZ 13.1	71.8	s 1.43	
26 P		f 12.30AM	367.3		GILLIS 2.0	58.7	f 1.15	
Spur 1 P		f 12.37	369.3		NOLAN 15.1	56.7	f 1.11	
45 Y		s 1.35	384.4	TO	THORNE 5.0	41.6	s 12.40PM	
46		f	389.4		DOVER 4.6	36.6	f	
37		f	394.0		KINKEAD 14.2	32.0	f	
40		s 2.35	408.2		LUNING 8.8	17.8	s 11.50AM	
Yard POWYBK	3.45AM	s 3.00AM	417.0	TO-R	MINA 3.5	9.0	11.30AM	s 11.10AM
Spur 2	f 3.55		420.5		SODAVILLE 4.5 JOINT TRACK	5.5		f 11.00
Spur 4	f		425.0		RHODES 1.0	1.0		f
Yard	s 4.10AM		426.0		TONOPAH JCT.	0.0		10.40AM
	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday			(137.9)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(.25) 21.00	(5.45) 18.18			..........Time over District ....Average speed per hour........		(4.45) 21.31	(.30) 18.00

When using Wye at Thorne, do so under flag protection.

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco		Time Table No. 54 June 17, 1940 Fallon Branch STATIONS	Distance from Fallon	SECOND CLASS		
		602 Mixed					603 Mixed		
		Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday		
Yard BKPTOWY		7.30AM	288.1	TO-R	HAZEN 5.4	15.8	s 2.35PM		
12		f 7.45	293.5		MAHALA 4.6	10.4	f 2.22		
16		f 7.57	298.1		MIRAGE 2.8	5.8	f 2.13		
Spur 8		f	300.9		SANLAN 3.0	3.0	f		
Yard PWY		s 8.10AM	303.9	TO-R	FALLON	0.0	2.00PM		
		Arrive Daily Ex. Sunday			(15.8)		Leave Daily Ex. Sunday		
		(0.40) 23.70			..........Time over District ....Average speed per hour........		(0.35) 27.08		

SPECIAL INSTRUCTIONS

RULE 2. Watch Inspectors:

S. A. Pope, Manager Time Service, 65 Market St., San Francisco.
Sparks........W. R. Adams & Son Winnemucca.....Krenkel & Bosch
Alturas.............Wm. Mayben Ogden.........Chas. D. Anderson

RULE 5. The following are designated for use as sidings:

The track north of main track at:

Thisbe
Gilpin
Fernley
Patna
Upsal
Parran
Huxley
Anthony
Pequop
Pigeon
Teck
Jackson
Beppo
Newfoundland
Groome
Allen
Hogup
Olney
Strongknob

The track south of the main track at:

Hafed
Ditho
Clark
Argo
Massie
Falais
Desert
Ocala
Miriam
Toy
Fenelon
Lemay

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to Diesel-powered streamline trains "CITY OF SAN FRANCISCO." Speeds indicated by oval white slow boards apply to these trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

RULE 14. Other engine whistle signals:

For switch line up Lakeside, Lucin, Valley Pass, Moor: Long, Short and Long.

RULE 14 (d). Six long sounds shall be indication flagman may return from west as prescribed by Rule 99, at Wendel on Westwood Branch.

RULE 14 (e). As specified below six long sounds shall be indication flagman may return from east as prescribed by Rule 99:

Lucin, on Promontory Branch.
Fernley, on Wadsworth Subdivision.
Hazen, on Mina Subdivision.

RULES 17 and 19. Night signals will be displayed through all tunnels.

RULE 21 (C). Indicators of trains arriving Sparks, Carlin, and Ogden may be displayed until engine arrives at engine-house, where they must be immediately removed.

RULE 28. In double-track territory signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE 72. Eastward inferior trains may run ahead of overdue superior trains Alazon to Wells.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as noted on Pages 2, 3, 4, and 5.

RULE 83. Train registers are not maintained at Bridge, Tresend, Lakeside, Valley Pass, Moor, Rose Creek, Perth, or Vista. If a positive observation check is made between Ogden and Bridge; Engle and Lakeside, Tecoma and Valley Pass, Alazon and Moor, Rose Creek and Imlay, Imlay and Valery, Rye Patch and Perth, and between Vista and Sparks, it will apply at end of the double track.

Trains approaching each other between these stations will reduce speed sufficiently to permit identification and will apply Rule 14 (k).

RULE 83 (A). At the following stations only the trains indicated will register:

Susanville—Extra trains originating or terminating when instructed by train order.
Blair—Nos. 619 and 620 when instructed by train order.
Fernley—Originating and terminating.
Lucin—Westward regular.
Hazen—First-class, and originating and terminating.
Wells—First-class, and originating and terminating.

Clearance dated Alturas will authorize train at Alturas Yard when no operator on duty Alturas Yard. When train register not at Alturas Yard, trains will register at Alturas.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Lucin	Westward regular trains.
Montello	Nos. 101 and 102.
Wells	First-class trains.
Hazen	First-class trains, except No. 606.
Imlay	First-class trains.
Mason	Nos. 619 and 620.

RULE 83 (D). If no operator on duty trains originating may leave without obtaining clearance as follows:

Moor, Valley Pass, Mason, Susanville—All trains.

RULE 83 (E). A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals."

When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals."

RULE 93. Yard limits are established at the following stations and limits as follows:

Sparks	West MP 241.63
	East MP 247.60
Fernley	West MP 274.43
On MainTrack	East MP 277.12
Wadsworth Sub-divn	East MP 276.77
Hazen	West MP 287.33
On Main Track	East MP 289.84
Mina Br.	East MP 289.23
Imlay	West MP 382.60
	East MP 385.71
Carlin	West MP 533.40
	East MP 536.46
Carlin W.P.	West MP 642.97
	East MP 647.09
Elko	West MP 554.02
	East MP 557.53
Wells	West MP 606.20
	East MP 609.50
Moor	West MP 615.81
	East MP 617.76
Valley Pass	West MP 638.49
	East MP 642.00
Montello	West MP 660.23
	East MP 663.36
Ogden	West MP 780.21
Lucin, Prom. Br.	West MP 679.19
	East MP 679.85
Kelton	West MP 733.16
	East MP 734.67
Wabuska	West MP 327.10
	East MP 328.89
Mina	West MP 415.36
	East MP 418.48
Tonopah Jct.	West MP 425.26
	East MP 426.65
Fallon	West MP 302.86
End Line	East MP 304.63
Westwood	West MP 409.52
	East MP 412.47
Susanville	West MP 379.23
	East MP 382.32
Alturas Yd. (On Sacto Divn.)	West MP 454.90
Ravendale	West MP 396.97
	East MP 398.13
Wendel	West MP 357.26
Wadsworth Sub-divn	East MP 359.87
Westwood Br.	East MP 359.65

Outbound engines, moving from enginehouse lead to west end of freight yard at Sparks, shall proceed west on eastward main track to crossover west of Seventeenth Street Crossing and back into freight yard.

CARLIN. Trains and engines moving east on main track Carlin yard must stop before fouling west detour.

LUCIN. Yard limit boards cover Promontory Branch only.

RULE 98. Railroad Crossings at Grade not Interlocked.
D. & R.G.W.R.R.—Ogden-Stop. N.C.B.R.R.—Wabuska-Stop.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

When using lumber track spur in C. & M. Lumber Yard, Sparks, yardman must take position on road crossing before movement made over crossing in either direction.

RULE 104—NORMAL POSITION OF SWITCHES AT END OF DOUBLE TRACK AND JUNCTIONS WILL BE AS FOLLOWS:

Tresend, Lakeside, Lucin, Moor, Rose Creek, Vista and Sparks	For westward main track
Bridge, Valley Pass and Perth	For eastward main track
Hazen (Mina Branch)	For Mina Branch
Hazen (Fallon Branch)	For Mina Branch.
Fernley (Wadsworth Subdivision)	For siding.
Wendel	For Alturas Sub-divn.
Lucin (Promontory Branch)	For westward siding.
Mason	For Western Pacific.
Tonopah Jct	For T & G track.

At end of double track, except Tresend, or where oil-buffer spring-switches are located, operator when on duty, will line and lock switches, provided head-end authority of train is not restricted. Operator will also line other switches as follows:

Moor........From either north or south siding to westward main track.
Valley Pass..From siding to eastward main track.
Lakeside.....From south siding to eastward main track.

MOOR. The normal position of west switch of crossover, which forms end of double track, will be for movement from double track to south siding.

Whistle signal long, short and long for switch line-up to single track will not be given unless the train has authority to proceed.

Upper arm of double-arm signal No. 6162 shall govern movement from eastward track to single track. Lower arm signal 6162 governs eastward movement through siding. Rule 509 (e), applicable to single track, governs.

VALLEY PASS. The normal position of east switch of crossover, which forms end of double track, will be for movement from double track to siding.

Before lining switches for eastward trains at Moor or westward trains at Valley Pass, operator must ascertain from dispatcher what the line-up shall be. Trains taking siding Valley Pass from the east must know route properly lined and whether or not siding occupied before entering, regardless of fact switches being handled by operator.

TRESEND. The normal position of west switch of crossover, which forms end of double track, will be for movement from double track to Engle siding.

WENDEL. Normal position of west crossover switches between tracks No. 1 and No. 2 Wendel yard will be for movement through crossover. This route through track No. 2 will be used as running track and cars on adjacent track must be left clear of and switches left lined for this route.

HAZEN. Switches Hazen yard lined and locked for Mina Branch main track beginning at Junction switch located as first switch east of passenger station.

HUMBOLDT. Center siding, west end connects with westward main track, east end with eastward main track.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are locked after clearing main track for Diesel-powered streamlined train CITY OF SAN FRANCISCO.

RULE 105. Icarus and Holborn. The track north of the main track is siding assigned for use by eastward trains, and the track south of the main track is siding assigned for use by westward trains.

Moor: Track south of the main track is siding assigned for use by eastward trains.

Winnemucca: First track south of main track is siding assigned for use by eastward trains. Second track south of main track is siding assigned for use by westward trains.

Hazen: Track north of the main track is North siding. First track south of the main track is South siding. Trains using South siding will leave west end of siding clear, for use by Mina subdivision trains, between west switch and junction switch to Mina Branch; trains to enter and leave siding through crossover east of Mina Branch junction switch when practicable.

RULE 221. Light will not be displayed in train-order signals on Mina Subdivision or Westwood and Promontory branches, except when train orders are to be delivered.

That part third paragraph Rule 221—reading "Or orders are held for any other train in same direction, the operator must not clear the signal" applies at Alazon except, unless otherwise instructed operator may clear the train-order signal for westward Southern Pacific trains when no orders are held for westward Southern Pacific trains.

Susanville: All trains must obtain clearance when an operator on duty.

Alazon: Train order hoop holder for westward S. P. trains located in front of telegraph office north of westward main track, and between main tracks for eastward S. P. trains and all W. P. trains.

Weso: Train order hoop holder located in front of telegraph office.

RULE 825. Outfit cars must not be left in front of buildings.

RULE 834. When lading of open-top cars loaded with rail, pipe, structural steel, lumber, poles, or mounted wheels, projects above sides or ends of car, such cars must not be placed in train next to cab of Mallet engines.

AUTOMATIC BLOCK SYSTEM

RULE 509. A train or engine, when backing out of a siding or other track in block-system limits, must, unless backed to clear block signal, proceed as if signal be in stop position.

RULE 509 (e). That portion of rule reading: "...and the intervening track is seen to be clear..." is interpreted as referring to the track being clear of locomotives and/or cars.

Signals 2473 east of Sparks, 2481 between Sparks and Vista, 2487 west end of Vista, 2535 east end of Hafed, 5439 west end of Moleen, and 6803 at Lucin are located on left side of main track.

The following block signals, equipped with a triangular number plate, have included in their control limits some special protective device. When these signals indicate "Stop", careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

Block Signal Number	Location	Description of Protection Afforded
2497	Vista	Spring switch with facing point lock.
2498	Vista	" " " " " "
3402	Perth	" " " " " "
3403	Perth	" " " " " "
4064	Rose Creek	" " " " " "
4065	Rose Creek	" " " " " "
5181	Harney	Rock slide fence M. P. 517.7 to M. P. 518.2.
5195	Harney	" " " " " "
5255	Palisade	" " " M. P. 524.37 to M. P. 524.41.
5262 5285	Palisade	" " " M. P. 526.30 to M. P. 526.43.
5282 5307	Tyrol	" " " M. P. 530.70 to M. P. 530.72.
5306 5315	Tyrol	" " " M. P. 530.80 to M. P. 530.87.
5340	Carlin	Spring switch with facing point lock.
5396 5401 5415	Tonka	Rock slide fence over east portal Tunnel No. 2.
5396 5415 5425	Tonka	" " " M. P. 541.05 to M. P. 541.11 and M. P. 541.40 to M. P. 541.45.
6162	Moor	Spring switch with facing point lock.
6173	Moor	" " " " " "
6396	Valley Pass	" " " " " "
6800	Lucin	" " " " " "
6801	Lucin	" " " " " "
7411	Engle	" " " " " "
7412	Engle	" " " " " "
7522	Bridge	" " " " " "
7523	Bridge	" " " " " "

SPARKS. At Sparks, semaphore signal 2452 on signal bridge governs main-track movements on eastward main track. Lower arm of semaphore signal 2452 on signal bridge governs diverging-route movement from eastward main track across westward track into freight yard. Dwarf light signals 2453 and 2459 govern main track movements on westward main track.

Eastward main track Sparks, from 1400 feet east of engine lead switch to Dispatcher's office, not protected by block signals.

From Dispatcher's office to dwarf signal 2459 on westward main track, not protected by block signals.

Light signal 2455 governs movement from engine lead to eastward main track. When this signal indicates stop, engine must after stopping at signal, proceed only on hand signal from herder. Herder must not give signal to engineer until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

CARLIN. Dwarf light signal 5341 located 900 feet east of switch to West Carlin detour protects westward movement over this switch.

Trains finding this signal indicating stop will inspect this switch to see points are properly lined and closed for movement on main track before passing over it.

MOOR. Route arm on signal 6162 located at west end south siding governs eastward movement through siding.

When home arm on signal 6164, east of Moor train-order office, is in stop position, eastward trains on main track must know that east switch is lined for main track before passing over it.

VALLEY PASS. Dwarf light-signal on east leg of wye Valley Pass governs movement from east leg of wye to eastward main track. After derail and main track switch have been set for movement from wye to main track, signal will indicate proceed if no eastward train approaching, if block in advance is unoccupied, or if crossover from westward track to single track is unoccupied. Signal is equipped with time release which allows it to indicate proceed two minutes after a train has passed Signal 6402 but has not passed signal 6408, and two minutes after the crossover from westward track to single track has been lined for crossover movement, if train is not actually using crossover.

ENGLE. Automatic Block Signal 7412 governs eastward movements from siding to main track. Dwarf light type signal 7410 governs eastward movements on main track. An eastward train on main track will hold signal 7412 at stop. Two push buttons numbered 7410 and 7412 are located in box between signal cases at signal 7412.

With a train on siding to allow a train to pass on main track, the operation is automatic and requires no action on part of trainmen. Do not touch push button.

With a train on main track to allow a train to pass on siding, press push button 7412 once, then leave it alone and signal 7412 should clear after a time interval of 45 seconds.

With train on both main track and siding either signal 7410 or 7412 should be clear if instructions above have been complied with and the block is clear of trains. To cause opposite signal to clear press push button showing signal number which is at stop and this will place opposite signal at stop and cause this signal to clear after a time interval of 45 seconds.

Copy of these instructions posted in push button box.

RULE 512 (A). Where switch indicators and dwarf signals are used, movements to main track will be governed as follows:

If indicator is clear, switches may be lined. When first switch or derail is lined, dwarf signal will indicate red. When second switch or derail is lined, dwarf signal will indicate green. When signal indicates block occupied, and after proper line-up has been made, Rule 512 (A) will govern movement to main track.

OIL-BUFFER SPRING SWITCHES

When a block signal in advance of a facing point oil-buffer spring-switch indicates "STOP", careful examination of switch must be made before passing over it.

When making a trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand.

When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks and injectors must not be used nor boosters started, while passing over these switches. Sand must not be used at location rail lubricators.

At Lovelock, Rye Patch, West Carlin, West Elko, Wells, and Little Mountain trains moving against current of traffic must stop and ascertain that switches are properly lined before using.

Switches are located as follows and speed indicated must not be exceeded when passing over such switches:

			M.P.H.
Vista	Facing westward	Passenger	60
		Freight	40
	Trailing eastward		35
Perth	Facing eastward		35
	Trailing westward		35
Lovelock, Westward track			
	Trailing from siding		25
Lovelock, Eastward track			
	Trailing from siding		25
Rye Patch, Eastward track			
	Trailing eastward from siding		25
Rose Creek	Facing westward	Passenger	65
		Freight	40
	Trailing eastward		35
Carlin, East end of West detour			
	Trailing eastward from W. P. detour		15
Carlin, West end No. 1 track			
	Trailing westward from No. 1 track		15
East Carlin	Trailing eastward from S. P. detour		15
West Elko	Trailing westward from W. P. detour		15
Wells, Eastward track	Trailing from siding		25
Moor	Facing westward	Passenger	50
		Freight	40
	Trailing eastward from siding		25
Valley Pass	Facing eastward	Passenger	60
		Freight	35
	Trailing westward from siding		25
Lucin	Facing westward		35
	Trailing eastward		35
Engle	Facing westward		35
	Trailing eastward from siding		35
Bridge	Facing eastward		35
	Trailing westward		35
Little Mountain, Westward track			
	Trailing from siding		15
Little Mountain, Eastward track			
	Trailing from siding		15

Eastward passenger trains stopping at Rose Creek will make station stop with engine to clear westward main track, to avoid trains stopping over oil-buffer spring switch and possibility of damaging same by reverse movement.

Oil buffer spring switches at end of double track Vista, Perth, Rose Creek, Lucin, and Bridge, at east end of west detour Carlin, at east end south siding Moor, and at east end of siding Engle are equipped with mechanical facing-point locks. When signals governing trailing movements are at stop, oil-buffer spring-switch must be operated by hand before and after movement has been made.

AUTOMATIC INTERLOCKING

FLANIGAN—Interlocking signals govern the use of crossing with Western Pacific Railroad at Flanigan. Normal position of the signals is "Stop." Train approaching on either Southern Pacific or Western Pacific Railroad will cause the signals governing use of the crossing to change to "Proceed" position, provided no other train is in the approach circuit or within the limits of the plant.

If signal does not display "Proceed" indication for train which is to use the crossing, the train must be governed by Rule 663.

TRAIN AND AIR INSPECTION

Freight and mixed trains will stop as follows for inspection, and in addition, if retainers are used into the following points will comply with Air Brake Rule 33.

EASTWARD—Valley Pass, Tioga, Lucin or Pigeon, Bunnel, M.P. 430 (Alturas line), or Indian Camp; at Goumaz when handling logs.

WESTWARD—Anthony or Moor and Secret.

Engines running light on descending grades of over one and one-half per cent must make the same stops for inspection as are made by freight trains on such grades, but the duration of time need be only sufficient for inspection of engine and for tires to cool.

Between Ogden and Sparks, if not otherwise provided, freight trains may operate from one water stop to another without stopping for inspection, provided in judgment of conductor and engineer it is safe to do so.

During stormy weather when view of running gear of train is obscured by snow or otherwise, no freight train shall make a continuous run of more than 80 miles without a standing or running inspection. If weather or other conditions require more frequent inspection, conductor must arrange.

If no operating stop is made at which there would be an opportunity for inspection, between Carlin and Imlay, either a standing or running inspection, whichever will best serve the purpose, must be made at some convenient location.

Running inspection must be made before going on Great Salt Lake trestle from either direction.

When train handling logs takes siding to meet opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train. No movement of train on siding will be attempted until expected train has passed.

Where trains are rounding curves and approaching sidings trainmen must look along side of train from head and rear end for indications of defects in train and also frequently observe condition of track to determine derailment-marks or defective material dragging.

Between Likely and Wendel, Flanigan and Fernley, Susanville and Westwood, a member of crew must watch track from the rear of caboose for marks of derailment so that train may be stopped promptly. In the absence of brakeman in cupola, conductor must devote as much time as possible to watching train.

AIR BRAKE RULE 3. Brake pipe pressure for freight and mixed trains is 80 pounds between the following points.

Wendel-Alturas
Wendel-Westwood

AIR BRAKE RULE 24. Rear end air-brake test shall be made in accordance with paragraph (b) at:

Valley Pass	Eastward freight trains.
Westwood Jct.	Eastward freight and mixed trains.
Viewland	Westward freight trains.
Sage Hen	All freight trains.
Crest	Westward freight trains.
Moor	Westward freight trains.

AIR BRAKE RULE 33. Retaining valves will be turned up on freight and mixed trains as follows:

Anthony or Moor to Wells—	One	Retainer	for	Each	150 M's
Valley Pass to Montello	"	"	"	"	150 M's
Promontory to Blue Creek	"	"	"	"	140 M's
Promontory to Lake	"	"	"	"	150 M's
M.P. 708 to Terrace	"	"	"	"	150 M's
M.P. 708 to Matlin	"	"	"	"	150 M's
2½ Miles West of Goumaz to Susanville			"	"	130 M's
Sage Hen to Madeline	"	"	"	"	140 M's
Crest to Karlo	"	"	"	"	120 M's
Viewland to Wendel	"	"	"	"	140 M's
Sage Hen to Likely	"	"	"	"	140 M's

Tecoma to Lucin: Trains averaging 100 M's or more per car, one retaining valve will be used for every 200 M's in train.

Eastward freight trains stopped at Madeline or westward freight trains stopped at Karlo, Ravendale or Anthony may, to avoid stopping at station indicated above, make inspection, rear-end test and turn up retainers at Madeline, Karlo, Ravendale or Anthony.

All retainers will be turned up on express and other trains of passenger equipment when composed of 19 or more cars Valley Pass to Montello and Moor to Wells.

Eight retainers will be turned up on head-end of trains of passenger equipment when composed of 12 or more cars between Sage Hen and Likely, and between Crest and Horse Lake.

AIR BRAKE RULE 38. At Montello, Imlay and Wendel when engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear, rear-end air brake test will be made as follows:

On a passenger train after the brake pipe has been charged to standard pressure, the Engineer will apply the brakes with a 10 pound reduction, then signal the Trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gauge hand in cab to fall without making an emergency application, and then closed. When the Engineer notes the hand falling he will answer with two blasts of the whistle. The Trainman will immediately signal by four blasts of the signal whistle (using the signal cord on rear car) to release the brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than 5 pounds below standard pressure, slowly return it to running position, then wait until brake pipe pressure has settled and make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train.

AIR BRAKE RULE 39. Running air-brake test shall be made at:

Moor	Westward	Valley Pass	Eastward
Crest	Westward	Sage Hen	Both Directions
Viewland	Westward	Westwood Jct.,	Both Directions

Diesel propelled train, "CITY OF SAN FRANCISCO," carries 110 lb. brake pipe pressure and has graduated release; when necessary to use a steam locomotive to handle this train, such locomotive must also carry 110 lb. brake pipe pressure instead of the 90 lb. ordinarily carried when handling passenger trains. The high pressure side of the air compressor governor of the steam locomotive must be set for 140 lb. and the low pressure side for 130 lb. pressure.

As piping of air brake system on Streamliner, "CITY OF SAN FRANCISCO," will not permit of compliance with Rule 24 the following will govern when coupling engines to or cutting them off this train:

Couple helper engine on in order to hold the train from running away and before cutting in automatic air; release the straight air set up from the power cars; then close the double heading cock.

The automatic brakes may then be applied and released from the helper engine without delay or difficulty, if proper brake pipe and main reservoir pressure is carried. No rear end test is required. The application and release of the brakes should be checked by an inspector or trainman from rear car.

When helper engine is to be cut off train, the automatic brake should be applied and left applied until helper is detached. Engineman on power car should then open the double heading cock and apply electric pneumatic brake. Release of brake on the last car in the train is a check that the brake is operative and the train is ready to proceed.

USE OF JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

(A) Between Weso and Alazon, tracks of Southern Pacific Company and Western Pacific Railroad will be used jointly. All eastward trains of both companies will use Western Pacific track, and all westward trains of both companies will use Southern Pacific track, unless otherwise instructed by train-order, except as provided in Rules S and X hereof. Each railroad will be operated under single track rules.

(B) When a block signal indicates "STOP," eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by Rule 509 applicable to double track, except, when train movements are authorized under Item (C) eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by Rule 509 applicable to single track, within the territory in which such movements are authorized.

Where eastward signals on Southern Pacific and westward signals on Western Pacific are maintained, trains stopped by such signals will be governed by Rule 509 applicable to single track.

(C) Dispatchers will use following forms to authorize movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track; or to create work extras on either track:

Example 1. "Eng.________run extra on________Pacific track________ to________." This form of order must be given to all opposing trains on that track.

Example 2. "Eng.________works extra on________Pacific track ________M until________M between________and________." This form of order must be given to eastward trains on Western Pacific track if order applies to Western Pacific track; and to westward trains on Southern Pacific track if order applies to Southern Pacific track; before they enter the territory covered.

(D) Eastward regular trains and westward Western Pacific first-class trains will register by ticket at Weso. Other trains will not register.

Operator Weso will enter on register information furnished by register ticket and will transmit only the registration of Southern Pacific eastward first-class trains to Western Pacific operator at Winnemucca who will enter same on register.

Eastward Western Pacific first-class trains and eastward Southern Pacific first-class trains leaving Carlin will register by ticket at Western Pacific Carlin and operator will enter same on joint register at Southern Pacific Station Carlin; other eastward Southern Pacific trains will register on joint register at Southern Pacific Station Carlin. A first-class eastward train which does not reach East Carlin within 15 minutes from its leaving time as registered, will run expecting to find a train running ahead, East Carlin to Elko.

Eastward Southern Pacific first-class trains may register by ticket at Elko. Eastward Southern Pacific second-class and extra trains will not register at Elko. Last paragraph Rule 96 will not apply when sections of second-class trains are created at Western Pacific Elko.

At Southern Pacific Elko only first-class trains will register and they will do so by ticket. Registration of first-class trains will be transmitted to Western Pacific operator at Elko who will enter same on register. A first-class westward train which does not reach West Elko within 15 minutes from its leaving time as registered at Southern Pacific Elko, will run expecting to find train running ahead of it West Elko to Carlin.

All eastward Southern Pacific trains and westward regular Southern Pacific and Western Pacific trains will register at Alazon by ticket.

(E) **Rule 83** will not apply at Weso, Carlin and Elko as between trains of the same class.

(F) **Rules 83, 83** (D) **and 206** (A) will not apply to Southern Pacific trains at Western Pacific Elko, but they will be governed by train-order signal, and at Carlin will be governed by train register and second paragraph of Rule 83 (B).

(G) **Rule 83** (B). When an eastward schedule or section is checked on register at Imlay or Western Pacific Winnemucca, or after having been passed between Imlay and Weso by a regular train, it will not be necessary to check register at Weso against the same train.

When an eastward schedule or section is checked on register at Carlin by a Southern Pacific train, or at Elko by a Western Pacific train, or after having been passed between Carlin and Alazon by a regular train, it will not be necessary to check register at Alazon against the same train.

(H) **Rule 96.** Sections of regular trains may be created Weso to West Carlin or Carlin on Western Pacific tracks.

Second paragraph of Rule 83 (B) will not apply at Carlin to work extras and westward extras on Western Pacific tracks. Such trains must not leave Western Pacific Carlin until it has been ascertained whether all regular trains due have arrived or left.

(I) **Rules 83** (D) **and 206** (A). A clearance authorizing an eastward Southern Pacific regular train at Weso will apply only to Carlin, where another clearance must be obtained authorizing train Carlin to Alazon.

(J) When trains on which crew changes are made on Western Pacific track at Carlin are departing, they must move with caution not exceeding 12 miles per hour until reaching a point where next signal indication can be clearly seen and intervening track can be seen to be clear.

(K) **Southern Pacific Rule 21** (D) will not apply to Southern Pacific and Western Pacific engines on Southern Pacific track between Alazon and Weso.

(L) **Rule 83** (B). When a westward schedule or section is checked on register at Wendover by a Western Pacific train, or after having been passed between Wendover and Alazon by a regular train, it will not be necessary to check register at Alazon against the same train.

(M) **Rules 83** (D) **and 206** (A). A clearance authorizing a westward Western Pacific first-class train at Alazon will authorize such first-class train Alazon to Carlin. A clearance authorizing a westward Western Pacific second or third-class train at Alazon will apply only to Elko where another clearance must be obtained authorizing such train Elko to Carlin.

(N) **Rule 96.** Sections of second and inferior class trains may be created Alazon to Elko on Southern Pacific tracks.

Second paragraph of Rule 83 (B) will not apply at Elko to work extras and eastward extras on Southern Pacific tracks. Such trains must not leave Elko until it has been ascertained whether second and inferior class trains due have arrived or left.

(O) Third paragraph of Southern Pacific Rule 220 will apply to westward Western Pacific first-class trains at Southern Pacific Elko.

(P) West Carlin Main track Detour switch, M. P. 643.4, interlocked.

Interlocking limits—Extend from Signal SA 6434, located 100 feet west of remote-controlled switch, to dwarf interlocking signal located 350 feet east on main track, governing westward movements on main track, and to dwarf interlocking signal located 350 feet east on detour, governing westward movements to main track.

If signals indicate "Stop," be governed by Rule 663 (b), except that eastward trains continuing movement on main track may flag through interlocking limits after stopping and must observe Rule 509, applicable to double track, beyond interlocking limits. If route is not properly lined, call signal operator and crank switch only when authorized by him.

Telephone, crank and instructions are in box on post opposite switch.

When train has been stopped by these signals, before flagging over switch, trainman must see that switch Lock Indicator located on post opposite switch indicates "Locked" before signaling train to come ahead. When it indicates "Unlocked," call signal operator for instructions before proceeding, as points may jar open if movement is made when indicator shows "Unlocked."

West Carlin Detour extends from remote-controlled switch on Western Pacific main track at West Carlin to connection with Southern Pacific main track at West end of Carlin Yard.

(Q) **East Carlin.** Detour extends from east ice house lead on Southern Pacific to East Carlin on Western Pacific.

Oil-buffer spring-switch at junction is normally lined for Western Pacific main track. Westward trains or engines must STOP and examine switch points before moving over this switch.

Trains or engines moving over east detour at Carlin onto Western Pacific main track which find Signal 6458 in stop position, after stopping and before proceeding, must provide flag protection against eastward train on Western Pacific main track. If eastward train is seen or known to be approaching, train on detour must not foul Western Pacific main track until approaching train has passed or comes to a stop.

(R) **Rule 667:** In addition, running switches must not be made, injectors used nor boosters started passing over remote-controlled switch West Carlin and oil-buffer spring-switch East Carlin.

(S) Eastward Southern Pacific freight trains and other trains when so directed, also engines moving between Western Pacific and Southern Pacific yards, will use East and/or West Carlin detours.

(T) Crossover, Third Street, Western Pacific Elko Yard.

Switch indicator located at inside switch. In connection with Rule 512, before starting crossover movement trainmen will note switch indicator signal and if block is not occupied, switches may then be lined for crossover movement provided train which is to use crossover is ready for movement. When switch indicator signal indicates "Block Occupied" switches must not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. Before crossing over, trainmen must leave lighted fusee and, when necessary, torpedoes on main track sufficient distance from crossover to insure full protection. The above in no way relieves trains approaching on main track from complying with Rule 93.

(U) **Elko.** East detour extends from south siding of Southern Pacific to Western Pacific freight yard.

(V) **West Elko.** Detour extends from Western Pacific freight yard to West Elko on Southern Pacific.

Oil-buffer spring-switch at junction is normally lined for Southern Pacific main track. Eastward trains or engines must STOP and examine switch points before moving over this switch.

Trains or engines moving over west detour at Elko onto Southern Pacific main track which find Signal 5545 in stop position, after stopping and before proceeding, must provide flag protection against westward train on Southern Pacific main track. If westward train is seen or known to be approaching, train on detour must not foul Southern Pacific main track until approaching train has passed or come to a stop.

(W) **Rule 667:** In addition, running switches must not be made, injectors used nor boosters started passing over oil-buffer spring-switch West Elko.

(X) Westward Western Pacific freight trains and engines and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards, will use East and/or West Elko detours.

(Y) Western Pacific and Southern Pacific main track connections, Weso, West Carlin and Alazon, interlocked.

Alazon

West limits: Signal SA-7136 on Western Pacific track and a point on Southern Pacific track opposite W. P. Signal SA-7136.

East limits: Signal SA-7137 on Western Pacific track and Signal SA-6035 on westward Southern Pacific track and a point opposite signal SA-6035 on eastward Southern Pacific track.

East switch Alazon siding not interlocked.

At Alazon, trains or engines desiring to enter interlocking limits when no signal provided to govern the movement, including movement to main track from east switch of siding, must first receive authority from signal operator.

ENGINE WHISTLE SIGNALS

WESO

Eastward—From W. P. or S. P.
To WP {Upper arm} o ————
To SP {Lower arm} o —— o

Westward—From S. P.
To SP {Upper arm} o —— o
To WP {Lower arm} o —— ——

Westward—From W. P.
To SP {Dwarf signal} o —— o
To WP {Dwarf signal} o —— ——

WEST CARLIN

Eastward
To main track {Upper arm} o —— ——
To Detour {Lower arm} o —— o

ALAZON

Eastward
To WP {Upper arm} o —— ——
To SP {Lower arm} o —— o

Westward—From S. P. or W. P.
To WP o —— ——
To SP o —— o

When train has been given interlocking signal at any point and does not wish to use the route, give whistle signal o o —— o o for information of signal operator.

MISCELLANEOUS

1. Water or oil will not be taken at Wells on westward freight trains nor at Goumaz on eastward freight trains without detaching engine.

In all cases with heavy freight trains where necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, engines must be cut off.

Freight trains must not take water at Lovelock, except in case of emergency, and then only take sufficient water to get to next water supply.

3. When necessary for any member of the crew in Streamlined service to go underneath any part of the train, chains will be used for blocking and one placed securely on either side of a traction wheel. In addition, an understanding will be had with the engineer-operator to the effect that he will not move the train until the employee in charge of the work personally reports back to him.

A 90 pound brake application must be maintained during the progress of the work.

4. For the purpose of pushing trains out of yards:

(a) No engine will be placed behind wooden-underframe caboose or other wooden-frame equipment.
(b) Locomotives weighing more than 235,000 lbs. on drivers will not be placed behind steel under-frame cabooses.
(c) Air will not be coupled through pusher engine.
(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold coupler pin from dropping, thus making it unnecessary for employees to uncouple pusher engine when cutting off.
(e) In no case will the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.
(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

In helper service:

(a) No helper engine will be placed behind wooden-underframe cars or cabooses.
(b) Locomotives weighing more than 235,000 lbs. on drivers will not be placed behind steel-underframe cabooses.
(c) In no case will more than one helper engine be placed behind steel-underframe cabooses.
(d) When helper engines are used in rear of freight trains, Consolidation and lighter class must be placed behind heavier class.
(e) Engines with cars must not be cut off or coupled to a train while the train is in motion.
(f) Helpers on eastward passenger trains occupying main track at Moor will stop and detach from the train at east switch north siding.

7. Capacity of sidings between clearance points is based upon an average car length of 47 feet not including engines and caboose.

8. At points where engine is to be changed, or cars are to be set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one-mile board and engineman will shut off the steam one-half mile from station.

9. Freight trains stopping at Battle Mountain to take water or do switching will leave their train east of the main road crossing so as not to block same when engine is coupled to train.

10. RESTRICTED TRACKS. AC 4-5-6, F, GS, MT, and P class engines must not enter Pigeon Pit, Perth Pit, Fernley Sand Pit, Quarry tracks Lakeside except Mountain Track in West Quarry at Lakeside to a point fourteen (14) cars west of water track switch, Quarry tracks Lucin and Palisade except as far as the west face of the bins, and must not operate on Mina, Wadsworth, or Alturas, sub-divisions.

Engines exceeding 230,000 pounds on drivers must not be operated on Triolite spur Vivian, or Hesson-Standard Oil Co. spur Elko.

Engines exceeding 160,000 pounds on drivers must not be operated on Promontory Branch.

Engines must not go on spur Allen or on Old Mill track located on north side Hazen.

AC and Mikado engines must not go beyond 100 feet north of N. C. B. Wye Switch Wabuska.

AC and Mikado type engines must not use any Fruit Growers Supply Company's tracks at Susanville, except main spur leading to Mill Pond and straight tracks on which scales are located, nor enter sump track at Susanville from west, and will not use planing mill track of Lassen Lumber and Box Company. Engines will not move past unloading dock on Lassen Lumber and Box Company's pond track. Engines heavier than 200,000 pounds on drivers must not be used on Red River Lumber Company tracks to Springfield Cedar Mill, Susanville. Engines must not exceed ten (10) miles per hour on this track, nor five (5) miles per hour around curves.

When switching California Pine Corporation Spur, Susanville, hold onto 10 cars.

Sand-loading track Fernley will not accommodate equipment higher than Hart convertible ballast cars. Engines switching this pit will hold on to 10 cars.

No locomotive other than six-wheel switch engines are permitted on any industry track north of the westward main track between Park Street and W. P. interchange at Reno.

12. Engines equipped with snow-plow requiring use of long drawbars must not be coupled behind other equipment when used as helpers. This will not apply to Consolidation engines equipped with snow-plow when used as helper engines out of Alturas, behind caboose with all-steel equipment.

20. Handling of freight cars in trains behind passenger cars carrying passengers is prohibited.

Baggage, express, mail, refrigerator, or other head-end cars will not be handled on rear of passenger trains unless trainmen can pass through them.

The term "freight car" does not include a baggage, express, or mail car, or a caboose.

29. In Ogden yard crews will be governed by rules and time table of the Ogden Union Railway and Depot Co.

Crews operating between Ogden and Corinne, on Union Pacific R. R. tracks will be governed by rules and time table of the Union Pacific R. R.

Crews operating on Western Pacific tracks between Weso and Alazon and between Westwood and Mason will be governed by Western Pacific Rules and time table.

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS

Maximum speed of Passenger trains must not exceed 50 M. P. H. and Freight and Mixed trains 35 M. P. H., except as otherwise provided for.

Speed restrictions in miles per hour, will apply as follows:

		PASSENGER						FREIGHT			LIGHT ENGINES RUNNING FORWARD			
Page No.	BETWEEN	Stream-liner Deisel Power Unit	Maxi-mum Except Stream-liner Deisel Power Unit	T 26, 32, 37, 40 A E P GS 1 MT 1, 2, 3, 4, 5 WP. Ry., TP 29 and MT McKeen and Gas Elec. Cars	T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58; MK 5, 6, 7, 8, 9, M WPRy., MK 60	C 18 to 29 incl. C 2 to 10 Inc.; F 1, 3, 4, 5, 6; AC 4, 5, 6 AM 2; SP 1, 2, 3 WPRy. C 43 (Engs., 21 to 65)	C 12, 15, 17 AC 1, 2, 3 MK 2, 4, 10 TW WPRy. C 43 (Engines 1 to 20)	Freight and Mixed	Engines backing except S-SE Type	Switch Engines S-SE Type, Forward, Backward and Light	E P A MT 1, 2, 3, 4, 5 GS 1 WPRy. TP 29	T 26, 32, 37, 40	M, T 1, 2, 8, 9, 23, 28, 31, 36, 37, 57, 58 C 2-10, Incl. C 18-29 Incl. MK 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4, 10 AC 1, 2, 3 AC 4, 5, 6 AM 2 WPRy., MK C 43
2, 3, 4, 5	Sparks and Ogden except as follows:	80	60	60	50	45	40	40	30	20	45	40	35	30
2	West switch and east P. F. E. switch, Sparks	15	15	15	15	15	15	15	15	15	15	15	15	15
2	Between M.P. 252 and M.P. 254; M.P. 262 and M.P. 264; and curve M.P. 271	60	55	55	55	45	40	40	30	20	45	40	35	30
2	On curve M.P. 274	55	50	50	50	45	40	40	30	20	45	40	35	30
2	Perth, end of double track	35	35	35	35	35	35	35	30	20	35	35	35	30
2	Lovelock, passing station	30	30	30	30	30	30	30	30	20	30	30	30	30
2-3	Imlay, between outside switches	60	40	40	40	40	40	20	20	20	20	20	20	20
3	Rose Creek, end of double track, westward not using turnout	95	65	65	50	45	40	40	30	20	45	40	35	30
3	Rose Creek, end of double track, using turnout	35	35	35	35	35	35	35	30	20	35	35	35	30
3	Winnemucca, Bridge Street	30	30	30	30	30	30	30	30	20	30	30	30	30
2-3	Between Weso and M.P. 274.20 (west of Fernley) on single track and with current of traffic on double track	95	65	65	50	45	40	40	30	20	45	40	35	30
3	Weso, through interlocking plant using turnouts	25	25	25	25	25	25	25	25	20	25	25	25	25
3	M.P. 427½ to M.P. 426	60	55	55	55	45	40	40	30	20	45	40	35	30
3	Through tunnels	50	50	50	50	45	40	40	30	20	45	40	35	30
3	Battle Mountain, passing station	60	40	40	40	40	40	40	30	20	40	40	35	30
3	Shoshone Point curve M.P. 501	55	50	50	50	45	40	40	30	20	45	40	35	30
3	M.P. 517½ (Harney) to M.P. 428.57 (Eglon)	95	65	65	50	45	40	40	30	20	45	40	35	30
3	M.P. 519½ to M.P. 517½	60	50	50	50	45	40	40	30	20	45	40	35	30
3	M.P. 525 to M.P. 522	55	50	50	50	45	40	40	30	20	45	40	35	30
3	M.P. 527 to M.P. 526½	45	40	40	40	40	40	40	30	20	40	40	35	30
3	M.P. 528 to M.P. 527	55	50	50	50	45	40	40	30	20	40	40	35	30
3	M.P. 532½ to M.P. 530½	60	50	50	50	45	40	40	30	20	45	40	35	30
3-4	Carlin, between west detour switch and east end icing platform	30	30	30	30	30	30	15	15	15	15	15	15	15
4	Through tunnels	50	50	50	50	45	40	40	30	20	45	40	35	30
4	On curve M.P. 541½	60	50	50	50	45	40	40	30	20	45	40	35	30
4	Elko, through yard	30	30	30	30	30	30	30	30	20	30	30	30	30
4	M.P. 607.55 (Wells) to M.P. 542.20 (Moleen-Tonka)	95	65	65	50	45	40	40	30	20	45	40	35	30
4	Alazon—Through Interlocking Plant, using turnouts	25	25	25	25	25	25	25	25	20	25	25	25	25
4	Wells, passing station	30	30	30	30	30	30	30	30	20	30	30	30	30
4	Wells to Moor, either track	40	35	35	35	35	35	35	30	20	35	35	35	30
4	Moor to Wells—Eastward track	40	30	30	30	30	30	20	20	20	30	30	30	30
4	Moor to M.P. 611.40, westward track	54	45	45	45	45	40	20	20	20	35	35	35	30
4	M.P. 611.40 to Wells, westward track	54	45	45	45	45	40	25	20	20	35	35	35	30
4	Moor and Valley Pass, leaving double track through crossover	25	25	25	25	25	25	25	25	20	25	25	25	25
4	Between Moor and Icarus, on curves	60												
4	Between Moor and Icarus, on straight track	80												
4	Between Moor and Icarus		55	55	55	45	40	40	30	20	45	40	35	30
4	Between Icarus and Cobre	80	60	60	50	45	40		30	20	45	40	35	30
4	Between Icarus and Valley Pass							40						
4	Valley Pass to one mile east of Cobre, either track							20						
4	Cobre to Valley Pass							40						
4	One mile east of Cobre to Tioga, eastward track	55	45	45	45	45	40	25	25	20	35	35	35	30
4	Tioga to Montello, eastward track	60	50	50	50	45	40	25	25	20	35	35	35	30
4	Montello to Cobre, either track	40	40	40	40	40	40	35	30	20	40	40	35	30
4-5	Montello, between outside switches	60	40	40	40	40	40	20	20	20	20	20	20	20

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52
10	6.00	27	2.13	41	1.27	55	1.05	70	0.51
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50
15	4.00	29	2.04	43	1.23	57	1.03	74	0.49
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.56	45	1.20	59	1.01	76	0.47
18	3.20	32	1.52	46	1.18	60	1.00	78	0.46
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44
21	2.51	35	1.42	49	1.13	63	0.57	84	0.43
22	2.43	36	1.40	50	1.12	64	0.56	85	0.42
23	2.36	37	1.37	51	1.10	65	0.55	90	0.40
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38

STRUCTURES LESS THAN STANDARD CLEARANCE

M. P.	DESCRIPTION	NO.	OVER	EAST OF
242.90	Transfer Track		Side	Reno
249.84	Bridge	5	Truckee River	Vista
258.07	Bridge	7	Truckee River	Ditho
262.51	Bridge	8	Truckee River	Clark
264.48	Bridge	9	Truckee River	Clark
264.70	Bridge	10	Truckee River	Clark
268.25	Bridge	11	Truckee River	Thisbe
268.69	Bridge	12	Truckee River	Thisbe
436.16	Bridge	2	Humboldt River	Golconda
441.53	Bridge	3	Humboldt River	Preble
518.32	Bridge	4	Humboldt River	Harney
518.54	Bridge	5	Humboldt River	Harney
518.80	Bridge	6	Humboldt River	Harney
519.18	Bridge	7	Humboldt River	Harney
519.70	Bridge	8	Humboldt River	Harney
520.16	Bridge	9	Humboldt River	Harney
520.56	Bridge	10	Humboldt River	Harney
520.92	Bridge	11	Humboldt River	Harney
522.07	Bridge	12	Humboldt River	Gerald
522.35	Bridge	13	Humboldt River	Gerald
523.09	W. P. Crossing		S. P. Track	Gerald
523.34	Bridge	14	Humboldt River	Gerald
525.02	Tunnel	1		Gerald
525.42	Bridge	16	Humboldt River	Gerald
538.23	Bridge	17	Humboldt River	Vivian
538.92	Bridge	18	Humboldt River	Vivian
539.47	Bridge	19	Humboldt River	Vivian
539.54	Tunnel	2		Vivian
539.93	Bridge	20	Humboldt River	Vivian
540.89	Bridge	21	Humboldt River	Tonka
541.16	Bridge	22	Humboldt River	Tonka
541.64	Bridge	23	Humboldt River	Tonka
542.45	Bridge	24	Humboldt River	Tonka
566.55	Tunnel	3		Osino
567.19	Bridge	25	Humboldt River	Osino
568.26	Bridge	26	Humboldt River	Ryndon
568.68	Tunnel	4		Ryndon
569.85	Bridge	27	Humboldt River	Ryndon
570.36	Bridge	28	Humboldt River	Ryndon
570.57	Tunnel	5		Ryndon
778.49	Bridge	2	Weber River	West Weber (eastward track)

Attention of all employees is directed to above list of structures and trainmen are notified that it is dangerous to stand on high cars in passing through them.

Unless otherwise restricted, trains handling the various types of equipment listed below, must not exceed the speed indicated therefor:

Type of Equipment—Territory	Maximum Speed Allowed M.P.H.
Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:	
On tangent main tracks	35
Except SPMW 4044	25
On tangent branch tracks	25
On all curves: 5 M.P.H. less than speed authorized on tangent track. Where slow boards in place 5 M.P.H. less than shown on slow boards, except when speed indicated is 15 M.P.H. or less be governed by slow boards.	
Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
On tangent main tracks	20
On curves and on branch tracks	15

SPEED RESTRICTIONS

Maximum Speed of Passenger trains must not exceed 50 M.P.H. and Freight and Mixed trains 35 M.P.H. except as otherwise provided for.

Speed restrictions in miles per hour, will apply as follows:

		PASSENGER						FREIGHT			LIGHT ENGINES RUNNING FORWARD			
Page No.	BETWEEN	Streamliner Diesel Power Unit	Maximum Except Streamliner Diesel Power Unit	T 26, 32, 37, 40 A E P GS 1 MT 1, 2, 3, 4, 5 WP. Ry., TP 29 and MT McKeen and Gas Elec. Cars	T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58; MK 5, 6, 7, 8, 9, M WPRy., MK 60	C 18 to 29 incl. C 2 to 10 Inc.; F 1, 3, 4, 5, 6; AC 4, 5, 6 AM 2; SP 1, 2, 3 WPRy. C 43 (Engs., 21 to 65)	C 12, 15, 17 AC 1, 2, 3 MK 2, 4, 10 TW WPRy. C 43 (Engines 1 to 20)	Freight and Mixed	Engines backing except S-SE Type	Switch Engines S-SE Type, Forward, Backward and Light	E P A MT 1, 2, 3, 4, 5 GS 1 WPRy. TP 29	T 26, 32, 37, 40	M, T 1, 2, 8, 9, 23, 28, 31, 36, 37, 57, 58 C 2-10, Incl. C 18-29 Incl. MK 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4, 10 AC 1, 2, 3 AC 4, 5, 6 AM 2 WPRy., MK C 43
2, 3, 4, 5	Sparks and Ogden except as follows:........	80	60	60	50	45	40	40	30	20	45	40	35	30
5	Lucin and Lakeside entering double track...	35	35	35	35	35	35	35	30	20	35	35	35	30
5	Between Montello and Lakeside on single track and with current of traffic on double track........	95	65	65	50	45	40	40	30	20	45	40	35	30
5	Between M.P. 735 and M.P. 740 (Rambo Fill)	60	55	55	50	45	40	35	39	20	45	40	35	30
5	Between M.P. 740 and M.P. 752 (Salt Lake Trestle)........	30	20	20	20	20	20	15	15	15	20	20	20	20
5	Turnout Engle and east switches Midlake and Colin........	30	20	20	20	20	20	15	15	15	20	20	20	20
5	Bridge, leaving double track through turnout	35	35	35	35	35	35	15	20	20	20	20	20	20
5	Between Saline and Marriott, with current of traffic........	95	65	65	50	45	40	40	30	20	45	40	35	30
2, 3, 4, 5	Turnouts and crossovers unless otherwise provided........	10	10	10	10	10	10	10	10	10	10	10	10	10

SPEED RESTRICTIONS—Continued.

Speed restrictions in miles per hour, will apply as follows:

		PASSENGER		FREIGHT			LIGHT ENGINES RUNNING FORWARD
Page No.	BETWEEN	Maximum	T 1, 2, 8, 23, 26, 28, M, TW C 5, 8, 9, 10 MK 2, 4, 5, 6 AC 1, 2, 3	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE Type with Train or Light	T, 1, 2, 8, 23, 26, 28 M, TW C 5, 8, 9, 10 MK 2, 4, 5, 6 AC 1, 2, 3
6, 7	Between Fernley and Alturas; Wendel and Susanville, except as follows:........	40	40	30	15	20	30
6	On curves indicated by slow boards between M.P. 285 and M.P. 361........	35	35	30	15	20	30
6	Between M.P. 361 and Viewland........	30	30	20	15	20	30
6	On curve between M.P. 367 and M. P. 368........	35	35	30	15	20	30
6	Between M.P. 375 and M. P. 385........	30	30	20	15	20	30
6	Eastward from Crest to M.P. 395........	30	30	20	15	20	30
6	Westward from M.P. 395 to Crest........	30	30	30	15	20	30
6	Crest to M.P. 385........	25	25	20	15	20	25
6	On curve at M.P. 415........	35	35	30	15	20	30
6	Between Madeline and Sage Hen........	30	30	20	15	20	30
6	Between Sage Hen and M.P. 438........	25	25	20	15	20	25
6	Over W.P. Crossing, Flanigan........	20	20	20	15	20	20
6, 7	Wendel Yard between outside switches........	15	15	15	15	15	15
7	Lucin and Kelton........	20	20	20	15	20	20
7	Kelton and Corinne........	25	25	25	15	20	25
7	Susanville and Westwood Junction........	25	25	20	15	20	25
7	Susanville Yard, between outside switches........	20	20	20	15	20	20
7	Westwood Junction and Mason........	35	35	30	15	20	30
8	Fallon and Hazen........	30	30	30	15	20	30
8	Hazen and Tonopah Jct........	40	40	30	15	20	30
8	Mina and Tonopah Junction........	40	....	30	15	....	20
6, 7, 8	Turnouts and Crossovers unless otherwise provided........	10	....	10	10	....	10

Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):

On tangent main tracks........	25
On curves and on branch tracks........	15

Trains handling steel pile-drivers may make maximum freight train speed.

Trains handling relief outfit with steam derrick:

On tangent main tracks........	35
On tangent branch tracks........	25

On all curves: 5 M.P.H. less than speed authorized on tangent track. Where slow boards in place 5 M.P.H. less than shown on slow boards, except where speed indicated is 15 M.P.H. or less be governed by slow boards.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except:

(a) Wooden baggage, express, and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local, regular or extra train contains both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

Maximum allowable speed of extra passenger trains handling wooden coaches or chair cars, 40 miles per hour.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels.

Maximum speed of any disabled engine handled in train or running under own steam must not exceed:

All classes, including S and SE engines, when not equipped with engine trucks........	20 miles per hour
When pilot removed........	20 miles per hour
When main rod only removed........	30 miles per hour
When side rods only are removed........	30 miles per hour
When both main and side rods are removed.....	20 miles per hour
When handled in train and all rods on........	30 miles per hour

Engines operated coupled tender to tender must not exceed speed permitted for light engines of that class running backward.

When all the weight has been removed from any one pair of drivers on an engine, the speed must not exceed 20 miles per hour.

When all the weight has been removed from only one wheel of any pair of drivers on an engine, the speed must not exceed 30 miles per hour.

Wooden superstructure outfit cars occupied by employees will not be moved on head end of trains.

Passenger trains (including Streamliner "CITY OF SAN FRANCISCO" handled by diesel powered units) when running against current of traffic or eastward in paired track territory may run not exceeding 60 miles per hour, except where further restricted.

Between M.P. 280 and yard limit Fernley, Wadsworth Subdivision, westward freight trains may run 35 miles per hour.

Fire train of Red River Lumber Company may make following speed:

Between Mason and Westwood Jct., 35 miles per hour; between Westwood Jct. and Susanville 25 miles per hour, and through all tunnels 10 miles per hour.

Between Hazen and Mina mixed trains, when handled by T 23; T 28; T 31; or smaller engines, may run 35 miles per hour.

Maximum speed for McKeen and gas electric motor cars when backing is 60 miles per hour, and restricted speed of passenger trains as indicated at various locations must be observed.

Southern Pacific Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 miles per hour. This restriction does not apply to Western Pacific engines when equipped with tender of 7,000 gallons or less.

Maximum allowable speed of trains handling logs loaded on flat or logging cars, 25 miles per hour.

Trains consisting of engine and caboose only are considered freight trains and speed restricted accordingly, except passenger equipment with caboose attached, or engines with only caboose attached may make speed allowed steam passenger trains between Tresend and Bridge.

Following engines have been cross counter-balanced and are permitted speed of 55 miles per hour when handling passenger trains, subject to other restrictions:

Classes F-1, 3, 4, 5: 3625, 3634, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752.

All classes AC-7 and AC-8 locomotives.

SPECIAL INSTRUCTIONS—Concluded.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Under-frame	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070	....	....	....
“ —66 ft.	127,610	....	....	....
“ —70 ft.	122,620	....	....	....
“ —70 ft. (With Auto. End Door)	125,800	....	....	....
“ —(Dynamo)	98,730	....	....	....
“	....	87,120	....	....
Baggage & Mail—60 ft.	103,620	....	....	....
“ “ “ —69 ft.	124,760	....	....	....
“ “ “ —70 ft.	129,140	....	....	....
“ “ “	....	103,590	....	....
“ “ Passenger	108,675	112,640	....	....
Express Refr.—N. P. Ry.	....	74,000	....	....
“ “ —A. R. E. No. 40-154	....	78,000	....	....
“ “ — “ “ 155-224	....	89,000	....	....
“ “ — “ “ 500-506	....	110,000	....	....
“ “ — “ “ 1101-1175	....	85,000	....	....
“ “ —P. F. E. “ 500-799	....	83,000	....	....
Express, Horse	133,050	....	....	....
Postal	112,120	....	....	....
Postal Storage—40 ft.	74,530	....	....	....
“ “ —60 ft.	105,120	....	....	....
Assembly (ACI)	....	....	168,950	168,950
Club......(ACI)	146,210	122,300	172,200	164,700
Official....(NAC)	170,700	155,370	....	....
“ (ACW)—Cars 107-128	....	....	182,800	182,800
“ (ACW)—Cars 140-141	....	....	195,040	195,040
Chair—60 ft. (ACI)	100,620	....	138,000	132,000
“ —72 ft. (ACI)	....	....	165,000	157,800
“ —72 ft. (ACW)	....	....	158,700	158,700
“ —Streamline—Single (ACS)	....	....	120,900	104,500
“ — “ —Art.....(ACS)	....	....	205,400	172,600
“ —74 ft. (ACI)	....	....	180,915	173,125
“ —74 ft. (ACS)	....	....	197,944	181,600
Coaches—60 ft. (ACI)	98,130	....	136,100	130,100
“ —70 ft. (ACI)	137,640	....	157,800	151,000
“ —70 ft. (ACW)	137,640	....	151,000	151,000
“ —72 ft. (ACI)	....	....	164,500	157,400
“ —72 ft. (ACW)	....	....	153,500	153,500
“ —73 ft. 6 in. (ACW)	....	....	163,000	163,000
“ —73 ft. 6 in. (ACI)	....	....	168,500	161,200
“ —72 ft. (Interurban)	120,000	....	....	....
All-Day Lunch—Chair	105,970	....	....	....
“ “ —Coach	103,875	....	....	....
Cafe-Coach (ACI)	....	138,600	155,700	149,000
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
“ (ACW)	....	....	156,000	156,000
Daylight—(12-cartrain) (ACS)	....	....	1,344,080	1,147,280
“ —Comb. Baggage & Coach (ACS)	....	....	118,940	102,540
“ —Art. Chair (ACS)	....	....	203,640	170,840
“ —Tavern (ACS)	....	....	130,850	114,450
“ —Diner (ACS)	....	....	129,860	113,460
“ —Parlor (ACS)	....	....	115,880	99,480
“ —Parlor-Observation (ACS)	....	....	118,690	102,290
Diner—70 ft.	....	135,930	....	....
“ —72 ft.	155,330	146,930	....	....
“ —77 ft. (Arch Roof) (ACI)	156,000	....	170,100	162,700
“ —77 ft (“ “) (ACW)	....	....	162,950	162,950
“ —77 ft. (Clere Story Roof) (ACW)	....	165,530	169,450	169,450
“ —77 ft. (“ “ “) (ACM)	....	....	189,581	173,836
“ —79 ft. (NAC)	169,100	....	....	....
“ —80 ft. (Clere Story Roof) (ACM)	....	....	201,323	184,700
Lounge (“ “ “) (ACI)	....	....	189,800	181,630
“ (Arch Roof) (ACI)	....	....	167,500	160,300
“ (“ “) (ACW)	....	....	164,980	157,780
Observation—75 ft. (ACI)	154,400	....	169,185	161,900
“ —77 ft. (ACI)	....	....	194,543	186,166
“	....	141,870	....	....
Pullman—Observation (ACI)	160,800	153,000	177,314	169,200
“ — “ (ACM)	160,800	153,000	192,300	176,300
“ — “ Lounge (ACM)	171,200	....	194,900	178,900
“ — “ “ (ACI)	171,200	....	187,682	179,600
“ —Bedroom (ACI)	167,600	....	183,920	176,000
“ — “ (ACM)	167,600	....	195,800	179,800
“ —Sleeper (ACM)	163,100	....	191,100	175,100
“ — “ (ACI)	163,100	....	180,075	171,500
“ —Tourist (ACM)	153,000	....	185,200	169,200
“ — “ (ACI)	153,000	....	168,665	161,400
“ —49er (ACM)	....	....	1,431,840	1,319,840
“ — “ Donner Lake (ACM)	....	....	198,540	182,540
“ — “ Angel's Camp (ACM)	....	....	186,560	170,560
“ — “ Joaquin Miller (ACM)	....	....	205,450	189,450
“ — “ James Marshall (ACM)	....	....	201,100	185,100
“ — “ Capt. John Sutter (ACM)	....	....	200,450	184,450
“ — “ Gold Run (ACM)	....	....	200,540	184,540
“ — “ Bear Flag (ACM)	....	....	239,200	223,200
“ — “ Calif Rep. (ACM)	....	....	239,200	223,200
Streamliner City of San Francisco	....	....	2,457,930	2,457,930
Diesel Power Unit SF-1, 2, 3	....	....	882,260	882,260
Cars (13)	....	....	1,575,670	1,575,670
Rail, Gas-Electric—400 H.P.	158,400	....	....	....
“ “ “ —600 H.P.	167,200	....	....	....

*Steel underframe.

CODE:—NAC—Non-Air Conditioned.
—ACI —Air-Conditioned—Ice System.
—ACM—Air-Conditioned—Mechanical System.
—ACW—Air-Conditioned—Waukesha System.
—ACS —Air-Conditioned—Steam Ejector System.

RATING OF LOCOMOTIVES—SALT LAKE DIVISION. In M's of 1,000 pounds back of Tender.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sparks to Lovelock Moor to Holburn Pequop to Ogden Pequop to Imlay	Lovelock to Rye Patch Deeth to Wells Ogden to Lucin Valley Pass to Pequop Imlay to Sparks	Wells to Moor Montello To Valley Pass	Rye Patch to Deeth Holborn to Pequop	Lucin to Montello	Hazen and Wabuska	Wabuska and Mina	Fernley to Wendel and Wendel to Fernley	Likely to Sage Hen Ravendale to Crest Wendel to Viewland Karlo to Crest Madeline to Sage Hen	Sage Hen to Ravendale Crest to Karlo Viewland to Wendel Viewland to Karlo Crest to Madeline Sage Hen to Alturas Yard	Alturas Yard to Likely Karlo to Viewland	Wendel to Susanville	Susanville to Westwood	Westwood to Susanville
M-4	M-63 20/28 126	1617 to 1713	190	6350	4200	1300	4800	2950	2700	1400	3800	1100	5150	3850	....	....	....
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200	7800	5200	1600	6000	3650	3300	1730	4600	1400	6300	4750	5400	900	1800
T-26	T-69 21/28 152-S	2283 to 2299	200	7050	4650	1400	5400	3350	2950	1500	4200	1200	5600	4200	4750	800	1600
T-23	T-63 21/28 156-S, 163-SF	2301 to 2310	210	8200	5400	1725	6300	3800	3450	1830	4900	....	....	....	....	1000	1900
T-28,31	T-63 22/28 162-S	2311 to 2362	210	9000	5900	1900	6900	4250	3800	2010	5300	....	....	....	....	....	....
T-32	T-69 23/28 174-S	2363 to 2384															
P-8,10	P-73 25/30 181-SF	2461 to 2475, 2478 to 2491	200	10000	7000	2150	7500	5000	....	....	....	....	....	....	....	....	....
P-8,10	P-73 25/30 183/B-63-SF																
C-9,10	C-37 22/30 200-SF	2698 to 2860	210	10000	7000	2150	7500	5000	4200	2200	6000	1800	8000	6000	6800	1260	2350
C-8,9,10	C-57 22/30 192-S, 194-S																
Mk-2,4	Mk-57 23½/30 206-S, 230-SF	3201 to 3240	210	12000	8700	2475	9200	6000	....	....	7250	2300	10250	7700	8000	1650	2950
Mk-5,6	Mk-63 26/28 210-S, 233-SF	3241 to 3277															
F-3	F-63 29½/32 297-S, 300-SF	3653 to 3667	200	13500	11000	3500	11500	8100	....	....	....	....	....	....	....	....	....
F-4,5	F-63 29½/32 306/B-61-SF	3668 to 3763, 3679	200	14000	11500	3725	12000	8500	....	....	....	....	....	....	....	....	....
F-4,5	F-63 29½/32 306/B-62-SF	3764 to 3768															
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	13000	9800	2925	10500	7500	....	....	....	....	....	....	....	....	....
AC-1,2,3	AC-57 22-22/30 441-SF	4000 to 4048	210	18500	16500	3950	17000	9100	....	....	11200	3400	13000	11250	8000	3000	4400
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4409	250	13700	10400	3025	11000	7900	....	....	....	....	....	....	....	....	....
Allowance for Empty and Underloaded Car	Less than 40 M's			6	6	3	6	6	6	6	6	6	6	6	6	3	6
	40 M's to 50 M's			3	3	0	3	3	3	3	3	3	3	3	3	0	3
	More than 50 M's			0	0	0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

COMPANY SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon
Ogden	Dr. J. R. Morrell	Division Surgeon
Ogden	Dr. W. J. Thomson	District Surgeon
Ogden	Dr. R. L. Draper	District Surgeon
Ogden	Dr. LeRoy Pugmire	Oculist and Aurist
Brigham City	Dr. R. A. Pearse	Emergency Surgeon
Montello	Dr. W. L. Howell	District Surgeon
Wells	Dr. A. C. Olmsted	District Surgeon
Elko	Dr. A. J. Hood	District Surgeon
Elko	Dr. R. P. Roantree	District Surgeon
Carlin	Dr. C. W. Eastman	District Surgeon
Battle Mountain	Dr. S. R. Clark	District Surgeon
Winnemucca	Dr. Geo. F. Pope	District Surgeon
Winnemucca	Dr. Chas. E. Swezy	District Surgeon
Imlay	Dr. F. H. Harrison	District Surgeon
Lovelock	Dr. J. R. Gill	District Surgeon
Fernley	Dr. John T. Eagleton	District Physician and Surgeon
Sparks	Dr. H. A. Paradis	District Surgeon
Sparks	Dr. Alan J. Roche	Asst. Dist. Surgeon
Reno	Dr. W. H. Hood	Consulting Surgeon
Reno	Dr. T. H. Harper	Consulting Surgeon
Reno	Dr. Horace J. Brown	Division Surgeon, State of Nev.
Reno	Dr. Leo F. Corvino	Asst. Dist. Surgeon
Reno	Dr. John A. Fuller	Oculist and Aurist
Reno	Dr. C. W. West	District Surgeon
Reno	Dr. E. C. Creveling	Emergency Oculist and Aurist
Fallon	Dr. H. K. Wilson Dr. H. W. Sawyer	District Surgeons
Susanville	Dr. G. S. Martin	District Surgeon
Susanville	Dr. G. R. Fortson	District Surgeon
Mina	Dr. D. A. Smith	District Surgeon
Yerrington	Dr. S. R. McGee	Emergency Surgeon
Alturas	Dr. John Stiles	District Surgeon
Westwood, Calif.	Dr. Herman G. Levin	District Surgeon

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patient cannot be sent to, or await arrival of, Division or District Surgeon

HOSPITALS

General Hospital—San Francisco, Cal.
Division Hospital—Dee Hospital, Ogden.
Emergency Hospital—Ogden.
Emergency Hospital—Sparks.
Emergency Hospital—Mina.

Mileage—Main Line

M.P. 238.8 west of Reno to Ogden	C.P. Ry.	542.43		
	U.P.R.R. Co.	.05		
	O.U.R. & D. Co.	.82	543.30	
M.P. 238.8 west of Reno to Ogden 2nd Track	C.P. Ry.	163.70		
	U.P.R.R. Co.	.87		
	O.U.R. & D. Co.	.16	164.73	
M.P. 275.856 Fernley to End of Div. near Paola	C.P. Ry.	82.82		
	N.C.O. Ry.	96.00	178.82	
Total Main Line				886.85

Branches

Fallon	C.P. Ry.	Hazen to Fallon	15.92		
Malad Valley	U.P.R.R. Co.	Corinne Jct. to Brigham	3.83		
Promontory	C.P. Ry.	Lucin Jct. to Beg. leased line	141.64		
	U.P.R.R. Co.	Beg. leased line to Ogden	3.37		
Westwood	C.P. Ry.	Wendel to Westwood	53.94		
Mina	C.P. Ry.	Hazen to Tonopah Jct.	137.68		
	C.P. Ry.	Tonopah Jct. to Benton	49.70		
Total Branches				406.08	
Total Salt Lake Division					1292.93

CHIEF TRAIN DISPATCHERS

F. W. SMITH..............Ogden
G. E. PAYNE..............Sparks

ASSISTANT CHIEF TRAIN DISPATCHERS

J. E. VAIL..............Ogden
CHAS. O'LAUGHLIN..............Ogden
H. F. McDONALD..............Sparks
L. R. NORRIS..............Sparks

TRAINMASTERS

J. F. McCUISTION......Sparks
G. H. MOORE..............Imlay

ROAD FOREMAN OF ENGINES

B. E. EAGER..............Sparks

TERMINAL TRAINMASTER

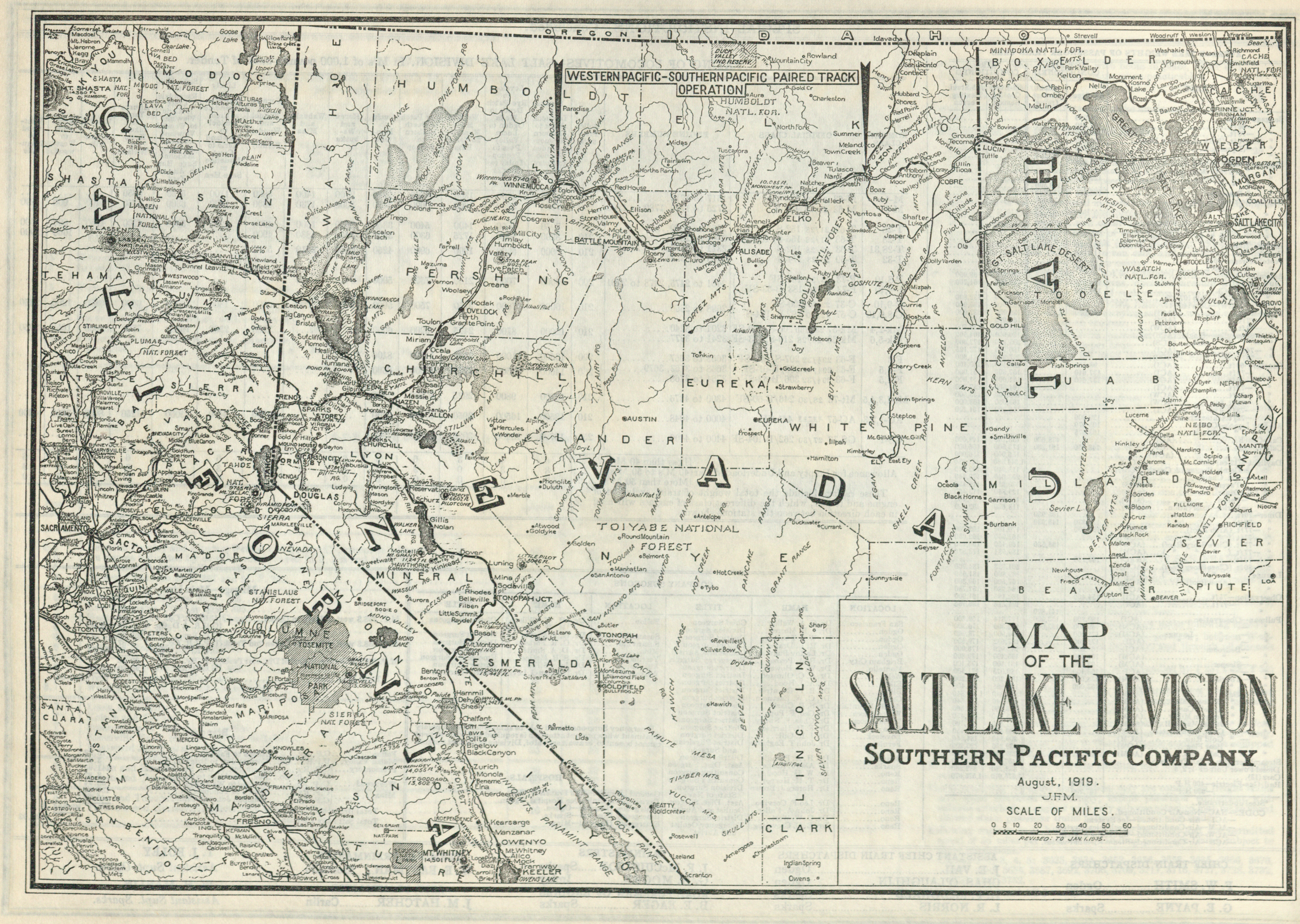
W. E. EASTMAN......Montello

ASST. TRAINMASTER

J. M. HATCHER..........Carlin

T. J. FOLEY
Assistant Supt. Ogden.

W. H. MARLIN
Assistant Supt. Sparks.



MAP OF THE SALT LAKE DIVISION

SOUTHERN PACIFIC COMPANY

August, 1919.

J.F.M.

SCALE OF MILES.

0 5 10 20 30 40 50 60
REVISED: TO JAN 1, 1935.
WESTERN PACIFIC-SOUTHERN PACIFIC PAIRED TRACK OPERATION
OREGON
IDAHO
CALIFORNIA
NEVADA
UTAH
SISKIYOU
MODOC
SHASTA
LASSEN
TEHAMA
PLUMAS
SIERRA
NEVADA
PLACER
EL DORADO
AMADOR
CALAVERAS
SAN JOAQUIN
STANISLAUS
TUOLUMNE
MARIPOSA
MERCED
MADERA
FRESNO
SANTA CLARA
SAN BENITO
MONO
INYO
TULARE
WASHOE
HUMBOLDT
ELKO
PERSHING
CHURCHILL
LANDER
EUREKA
WHITE PINE
DOUGLAS
LYON
STOREY
ORMSBY
MINERAL
ESMERALDA
NYE
LINCOLN
CLARK
BOX ELDER
CACHE
WEBER
MORGAN
TOOELE
JUAB
MILLARD
UTAH
SEVIER
BEAVER
PIUTE
SANPETE
GREAT SALT LAKE
GT. SALT LAKE DESERT
Sevier L.
SALT LAKE CITY
OGDEN
PROVO
LUCIN
ELKO
CARLIN
PALISADE
BATTLE MOUNTAIN
WINNEMUCCA
LOVELOCK
RENO
SPARKS
FALLON
HAZEN
CARSON CITY
TONOPAH
GOLDFIELD
SACRAMENTO
STOCKTON
FRESNO
MODESTO
KEELER
OWENYO
MT. WHITNEY 14,501 FT.
MT. SHASTA
MT. LASSEN
YOSEMITE NATIONAL PARK
TOIYABE NATIONAL FOREST
HUMBOLDT NATL. FOR.
WASATCH NATL. FOR.
MINIDOKA NATL. FOR.
NEBO NATL. FOR.
FISHLAKE NATL. FOR.
DUCK VALLEY IND. RESERV.
Indian Grazing Reservation Land
PYRAMID LAKE
WINNEMUCCA LAKE
WALKER LAKE
MONO LAKE
OWENS LAKE
TAHOE
CARSON SINK
HUMBOLDT LAKE
Utah L.